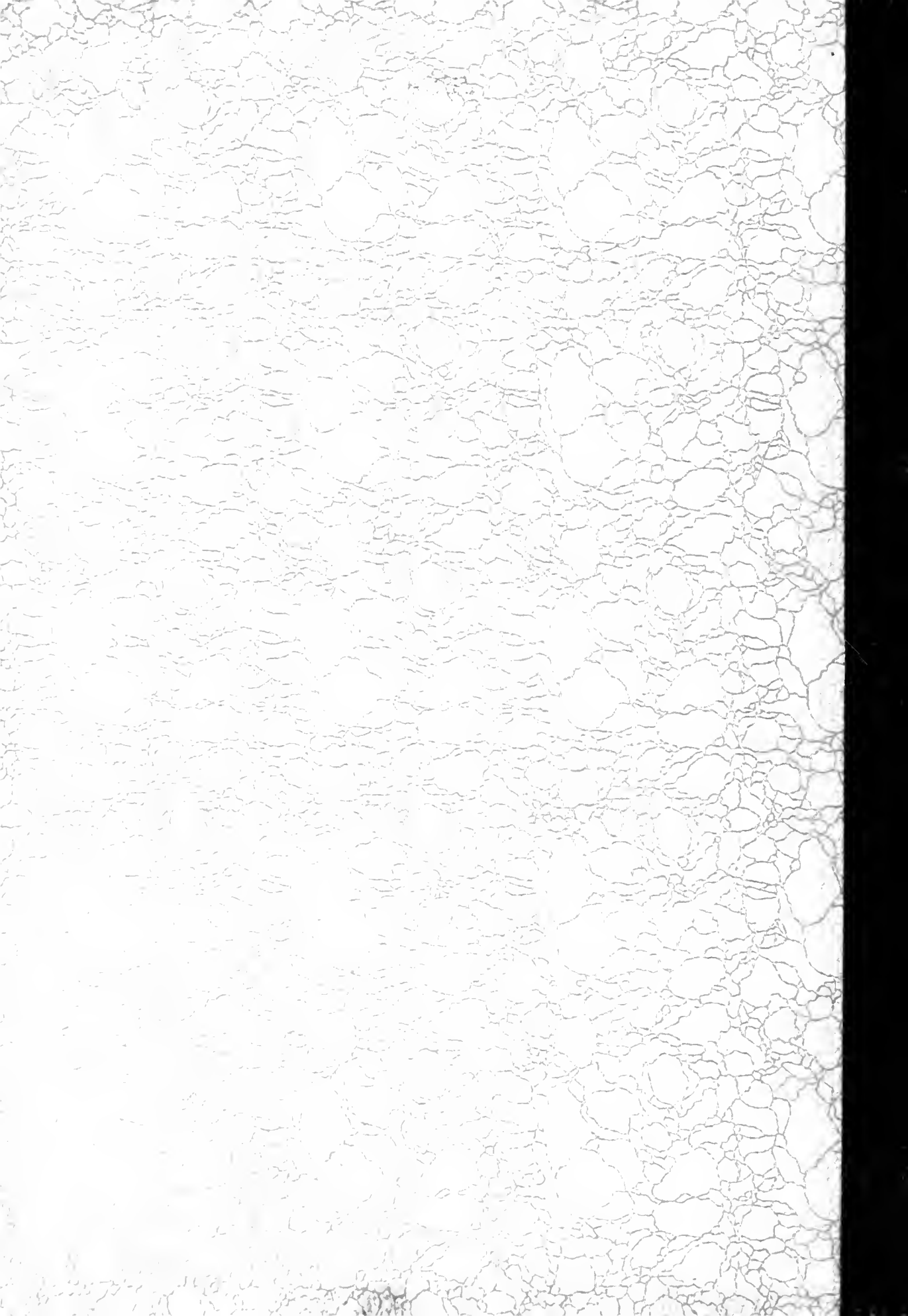


LOUISIANA



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# THE BOOK OF LOUISIANA

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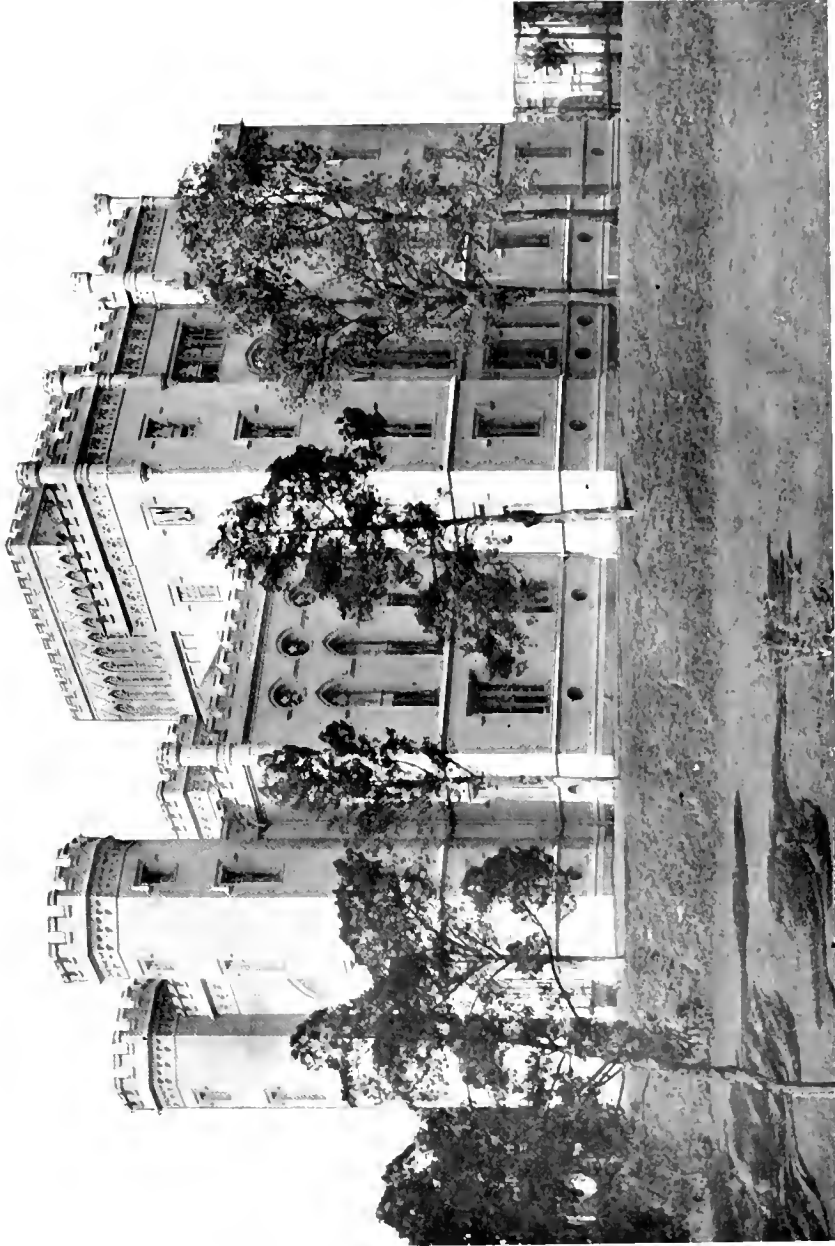
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NEW ORLEANS

## INTRODUCTION



THE BOOK OF LOUISIANA IS INTENDED TO BE A BOOK OF READY UTILITY FOR THE NEWSPAPER EDITORS AND ARTISTS. IT IS ISSUED AS A PRACTICAL PUBLICATION TO MEET THE NEWSPAPER DEMANDS FOR ILLUSTRATIONS. NEWSPAPERS ARE USING ILLUSTRATIONS TODAY MORE THAN THEY EVER HAVE AND THE REASON MORE PICTURES ARE NOT USED IS BECAUSE THEY ARE NOT AVAILABLE. THE PURPOSE OF THIS WORK IS TO MAKE AVAILABLE, TO THE PRINCIPAL NEWSPAPER PUBLICATIONS OF THE UNITED STATES, LATE PICTURES AND CORRECT AND RELIABLE DATA OF SOME OF THE MEN PROMINENT IN THE COMMERCIAL, PROFESSIONAL, OFFICIAL, POLITICAL AND SOCIAL ACTIVITIES IN THE STATE OF LOUISIANA.





LOUISIANA STATE CAPITOL





# LOUISIANA



LOUISIANA only recently realized her greatness and is rapidly coming forward as one of the great states, commercially, industrially and agriculturally, of the Union. It is keeping pace with the progress of its great metropolis, New Orleans. The name Louisiana was first applied by La Salle in 1683, when he referred to the vast territory watered by the Mississippi and its tributaries which he thus dedicated to King Louis XIV of France. In 1528 Narvaez led an expedition from Cuba into Florida. Defeated by the Indians he retreated to the coast only to find that his ships were gone. He and his associates built some rude crafts. After several days sailing they passed a great river, the swirling waters of which scattered their boats and Narvaez was never heard of again. Three of the crude boats reached Texas, and after having been detained six years by the Indians, several of the survivors, led by de Vaela, reached a Spanish settlement in Mexico.

Eleven years later De Soto sailed from Cuba with a large force and landed on the coast of Tampa Bay, determined to conquer the territory already explored by Narvaez. The expedition failed and De Soto died. He was buried in the trunk of a tree.

In the latter part of the seventeenth century France was badly in need of money and turned to its colonies. Iberville was sent in 1698 to settle the state. An able seaman, inured to the hardships of the life of a pioneer by his experiences in Canada, he was in every way fitted for the great task which had been allotted to him. With four ships and 200 emigrants he crossed the Atlantic and after touching at San Domingo and Pensacola, at which point he found the Spaniards already established, anchored in Mobile Bay.

After cruising among the islands along the coast, he reached the mouth of the Mississippi on March 2, 1699, and for the first time since La Salle's visit, the solemn notes of the Te Deum sounded through the dismal swamps. Iberville ascended the Mississippi as far as the Red River and returned by the same route to the mouth of Bayou Manchac, where he, accompanied by three companions and an Indian guide, left the others to continue their way by river, and entered Bayou Manchac, thence through Lakes Maurepas, Ponchartrain and Borgne, to Mississippi Sound and Mobile Bay which he thus reached before the river party.

As he had found no spot on the river free from the annual overflow, he erected a fort on the east side of Biloxi Bay (named after an Indian tribe), where is now Ocean Springs and called it Biloxi. Iberville left Louisiana to take part in the War of the Spanish Succession and left his younger brother, Bienville, in charge. A settlement was made on Mobile Bay to which the capital was removed. Sickness and lack of funds retarded the development of the colony.

Meantime Louis XV became tired of the burden of Louisiana, which had failed to produce as he had expected and he sold the concession of the colony with exclusive control of the trade as far north as Illinois, to Anthony Crozat, a wealthy Paris banker, who was to give the king a share in the precious stones and wealthy metals. Cadillac was appointed governor by the proprietor and Bienville was named lieutenant governor.

A trading post was established at Natchitoches and a few other places and trading was vainly sought with Mexico. Cadillac declared war against the powerful Natchez Indians for having murdered some Frenchmen and sent Bienville with a small force against them. He succeeded by strategy in decoying some of the leaders into his hands and forced them to accept his terms. De l'Epinay now became governor but insofar as the trading was concerned had no better success than Cadillac. As Crozat had parted with a large part of his fortune in an endeavor to make money out of Louisiana he decided to restore the king's gift by resigning the charter.

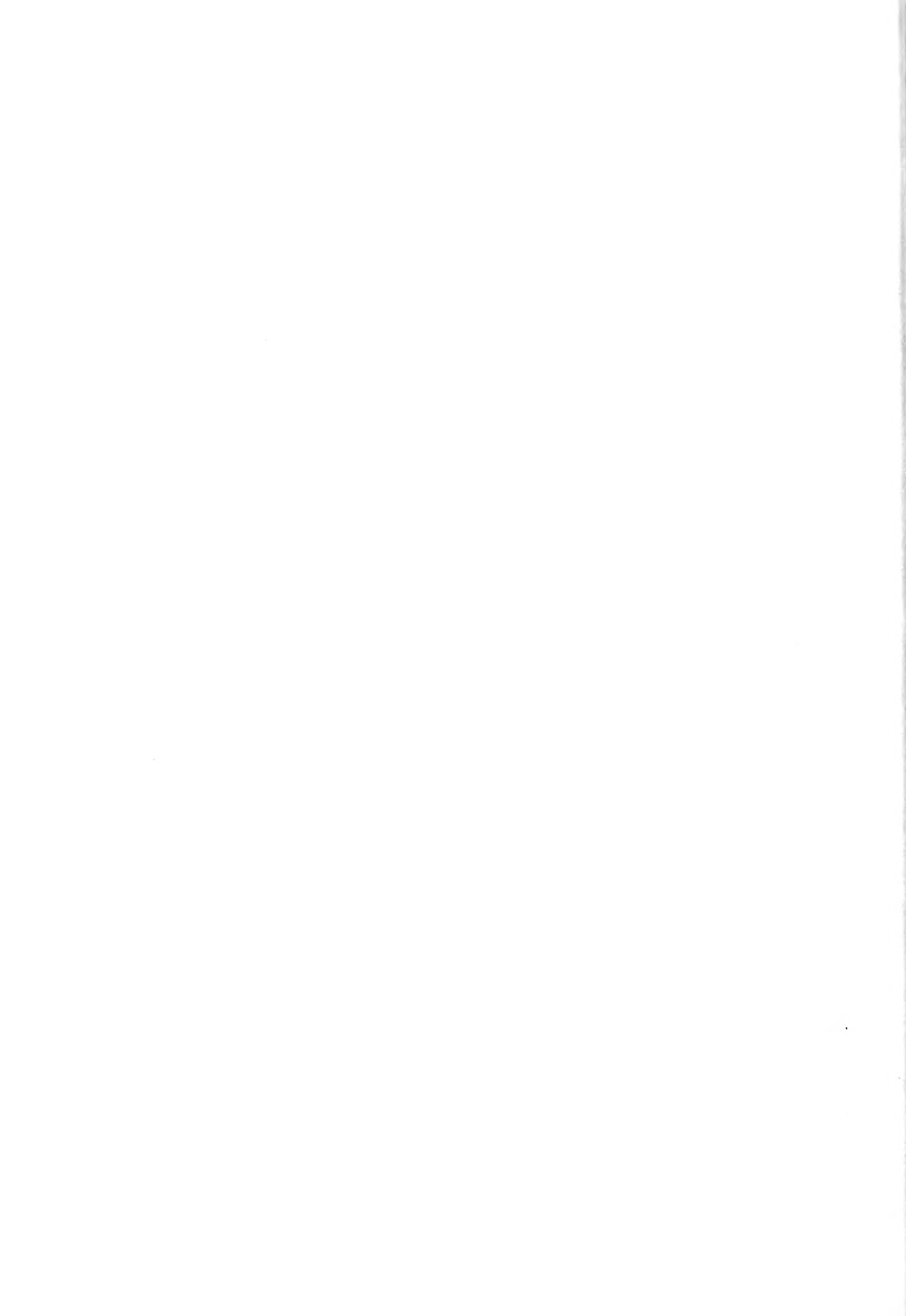
In 1717 the French company chartered a company to take over Louisiana. At the head of the company was John Law, a Scotchman, who by his bold financial schemes, had dazzled the regent Duc D'Orleans and obtained great influences in the management of the government's finances. The company received a 25-year charter and promised during that period to send over to Louisiana over 6,000 white persons and 3,000 African slaves. There were at that time seven hundred whites in Louisiana. Law's great insight into the condition of the country was displayed by his advertising among the people of the lowlands of Europe for emigrants to Louisiana; he established a band of these Germans on his own land grant in Arkansas. Bienville was reinstated governor and immediately made plans for a settlement on the Mississippi River.

Iberville had proven the land on the left bank of the river, South of Bayou Manchac, to be a real island, surrounded by the waters of the Mississippi, Bayou Manchac, the three lakes and the Gulf of Mexico. Bienville chose for the site of his settlement an elevation on this island one hundred and ten miles from the river's mouth, between the head of Bayou St. John and the river. This location presented many advantages over the surrounding country; the land was higher, it was accessible by two waterways, by the Mississippi and by the lakes and Bayou St. John; it was well known to the Indians of that district as the home of the Houma Indians; hence it could be made into a fine trading post. It was here that New Orleans was established.

When Law's great bank in Paris failed the poor Germans who had been located on the banks of the Arkansas managed to reach New Orleans and begged Bienville to send them back to their homes. He persuaded them to settle along the river just above the city. Thus was formed the nucleus of the German settlement on the banks of the Mississippi which is, to this day, called the German coast.

In 1736 Bienville believed it was necessary to defeat the Chickasaws, the harborers of the Natchez warriors, if peace were to be restored in Louisiana. He marched against them in northern Mississippi. Through English help they were able to defeat Bienville's army, taking many captives; these unfortunates were burned by the Indians as Bienville withdrew the remnants of his army. He fitted out another expedition which was even more overwhelmingly defeated. Repulsed by the Indians and worn out by the trials and hardships of the colony, the Father of Louisiana asked to be recalled. His request was granted and Marquis de Vaudreuil was named to succeed him.

De Vaudreuil's rule was a period of development. The levees, so necessary for the good of the country were continued and improved. In 1737, Jean Louis, a poor sailor laid the foundation at New Orleans of what afterward was developed into the present great Charity Hospital.





Cotton was introduced in Louisiana in 1740. As a slave could not pick more than six pounds a day, it was not extensively grown until after Whitney had invented the gin, when, with the gin, the negro might clean a thousand pounds a day.

The Jesuits brought in sugar cane in 1751 from San Domingo and cultivated it on their plantation. A few years later Dubreuil devoted a large plantation to the cultivation of sugar cane, building thereon the first sugar mill in Louisiana; his plantation was located on a tract which is now Esplanade Avenue, a fashionable residential thoroughfare in New Orleans today.

The method of granulating was then unknown; the sugar produced was hard, sticky, gummy; *cola*, a drink resembling rum was made from it. The export of this sugar to France was attempted in 1765, but was given up because a large part of it would leak from the barrels in transit.

One of the great obstacles to progress at this time was the unstable condition of the currency, which was changed three times during this period; finally the king and the council of state of France interfered and put a stop to the changes in currency. Lack of money also militated against the advancement of the colony. The monopoly system by which the government gave or sold to an individual or company the sole right to operate an industry, was of course detrimental to the interest of the country. The Louisiana government not only supported monopolies, but even arbitrarily regulated prices at which produce, such as tobacco and rice should be sold. The people had no voice in the government; frequently laws were framed for Louisiana by persons in France who had no knowledge of conditions in Louisiana.

France and England, during these years were approaching their final struggle for commercial, naval and colonial supremacy. Rivals in Europe, India and America, the two nations, for over half a century, had kept the world of that day in a constant state of war. In North America, France had established her power in Canada and Louisiana, and by a system of forts extending from the mouth of the St. Lawrence to that of the Mississippi, had sought to make her position invulnerable; her last step in that direction had been the erection of Fort Duquesne at the junction of the Allegheny and Monongahela rivers where they unite to form the Ohio river. This position at the head of the Ohio River might be said to be the key to the whole system of French forts.

The English had established their control on the Atlantic coast from Maine to Florida. The Virginians realized the importance of Fort Duquesne and sent Major George Washington to dislodge the French. He failed and a British army led by Braddock against it in 1755 met with a crushing defeat. The war that then began is known in Europe as the Seven Years War.

The Louisiana province was governed by a superior council composed originally of two members, namely, the governor and commissary. Gradually the membership of this council was extended to twelve. The council was the supreme legislature and judiciary body in the colony.

The years of Spanish control of Louisiana are touched upon in detail in the history of New Orleans in this volume, so we will now pass on to October, 1795, when Spain and the United States concluded the Treaty of Madrid. New Orleans was opened to Americans as a point of deposit for three years, free of duty or charge on produce, except a reasonable price for storage rent. This agreement afterward led to a misunderstanding which nearly caused a breach between the United States and Spain and it was an open secret that had not President Adams' term expired he would have attempted to force Spain to evacuate Louisiana.

At this time the United States began to realize that it should acquire Louisiana for the development of the western section. Negotiations were opened which in 1803 resulted in the United States purchasing the entire Louisiana territory from Napoleon.

An enabling act was passed February 20, 1811, to form Orleans into a state and it was admitted into the Union in 1812. The French element was so strong that the constitution of the state permitted members to debate either in French or English, and the dividing line in politics was usually between the two, with temporary alliances of other elements.

The organization of the Whig Party, the cardinal tenet of which was protection, which helped sugar, turned Louisiana into one of the strongest Whig states in the South, she twice voting for Whig Presidents. The slavery issued after 1860 made it more strongly Democratic and it finally went for secession. New Orleans was captured by the Federal troops April 25, and the state government whose seat had been transferred from New Orleans to Baton Rouge, was again moved, this time to Opelousas. During the rest of the war the territory held by the Federals was recognized as the legitimate state government, though under a military government and was allowed to send delegates to Congress.

On July 30, 1866, an attempt of the negro leaders to hold a constitutional convention in New Orleans and secure the admission of the blacks to the franchise, resulted in many of the delegates being killed by the whites. The most important chapter in the state's subsequent political history was the passing of the "Grandfather's Clause" in 1898, which reduced the negro registration to a nominal figure and made negro dominance impossible as long as that section of the state constitution stands.

The history of New Orleans and Louisiana are so closely related and interwoven that to go more into the chronological events in the state would be a mere repetition of the recital of the history of New Orleans in this volume.

Louisiana today has a population of about 1,500,000. Its largest city is New Orleans. Other places of importance are Shreveport, Baton Rouge, Monroe, Lake Charles, Alexandria and New Iberia.

Of the 28,000,000 acres of land in the state about 3,500,000 are in cultivation. Sooner or later 9,000,000 acres of swamp lands, which afford the richest of crops when planted, will be reclaimed. This work is now in progress in various parts of the state.

Sugar is Louisiana's greatest crop. It produces three-fourths of all the cane grown in the United States and twice as much as its nearest competitor, Georgia.

Corn is rapidly taking a leading position among the crops of Louisiana. Nearly 2,000,000 acres are in cultivation. St. Landry Parish leads with an acreage of 100,000.

Rice is one of the state's important crops and Perique tobacco is raised in parts of the state.

Louisiana is the second largest lumber producing state, the annual output being over \$50,000,000.

The state has inexhaustible deposits of salt, sulphur, oil, natural gas.

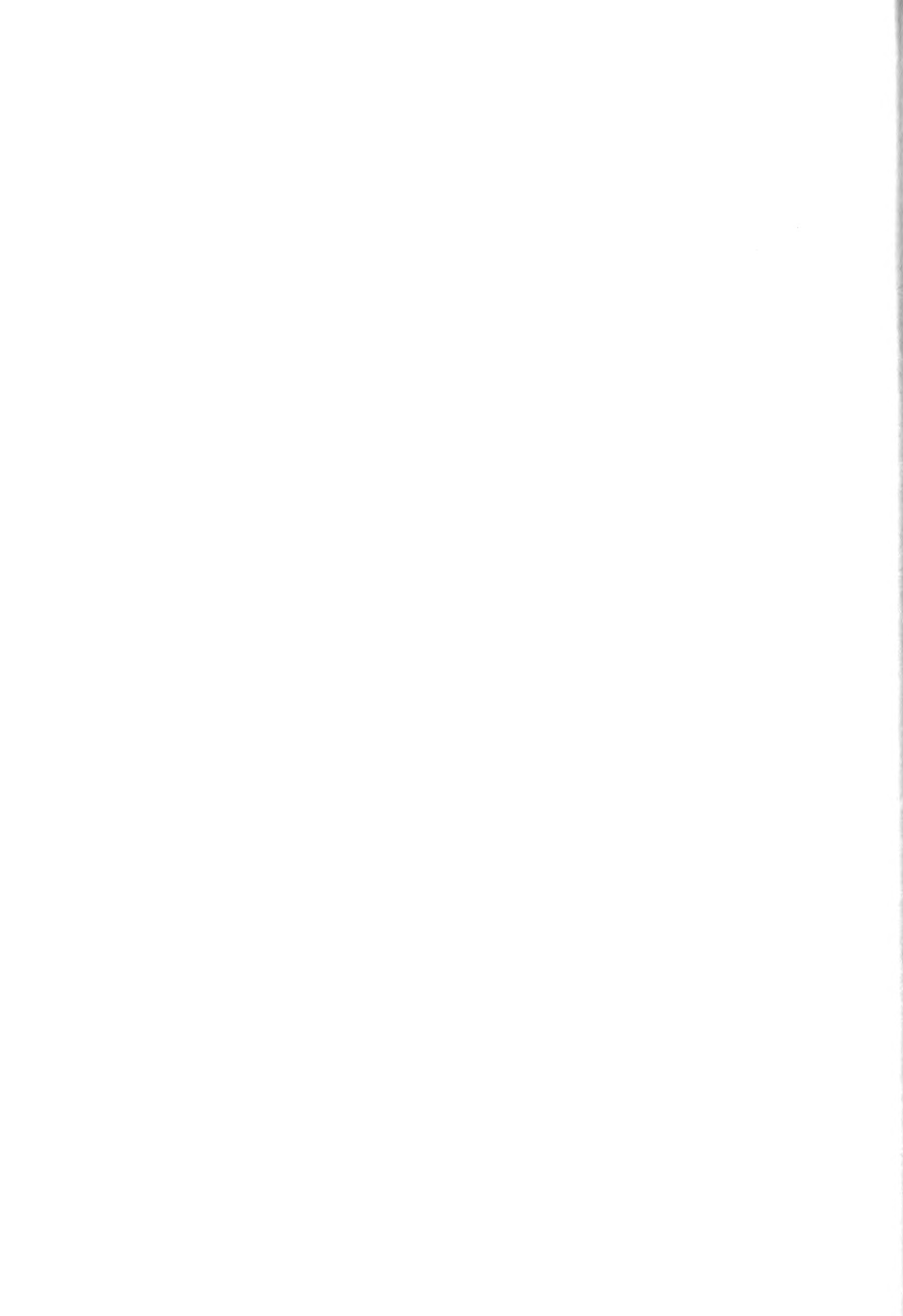
Louisiana was the fifth state admitted to the Union. Its extreme length is a little over 500 miles and its extreme width 240 miles. It has an area of 48,706 square miles. The area of the state in actual land is 45,309 square miles; 3,397 of water which includes 637 in rivers and 2,760 in lakes.

The Mississippi river splits Louisiana into two sections, with 37,000 square miles on the west bank. For the most part the river flows through alluvial soils of low elevation which require the protection of levees.





**MARTIN BEHRMAN**, Mayor of New Orleans, born in New York City in the year 1864, was appointed Assessor of Fifth District for a term of four years, being reappointed for another term of four years, subsequently was chosen President of Board of Assessors, after which he was selected Clerk to City Council for a term of four years. In April 1904, was elected State Auditor and was elected Mayor of New Orleans December, 1904, re-elected in 1908 and again in 1912. Member of School Board 1892 to 1896 and for eight years was Chairman Democratic Central Committee for First Congressional District. Delegate-at-large to National Democratic Convention 1908 and again in 1912. Is a member of Knights of Columbus, Knights of Honor, Y. M. C. Club, French Opera, Choctaw, Chess, Checkers and Whist, Southern Yacht, Druids, Woodmen of World, German Benevolent Association, and Elks Club, Post B., T. P. A., The Jovian Order, Surf Club. Was married in 1887 to Miss Julia Collins and from this issue there are two children, William Stanley and Mary Helen Behrman.





# NEW ORLEANS



EW ORLEANS, now "the second port of the United States," has lost none of the romance and picturesqueness with which it has been associated for more than a century, but it has quit boasting of its dreamy charm and is concentrating its activities upon being recognized as one of the great commercial centers of the world. New Orleans is today second only to New York in imports and exports; it has the greatest port and terminal facilities in the United States; it enjoys an ideal climate; its sewerage and drainage system is so perfect that it has been studied by the engineers of several European capitals, including Paris and Berlin, it is the healthiest city in the United States as city, state and Federal statistics will testify; its water supply is the purest in the world; it is a new New Orleans where ancient rookeries built by the French and Spanish have given way to sky-scrapers, huge business blocks, palatial residences and modern apartment houses; it is well lighted and splendidly paved; its 150 or more schools, 100 of which are operated by the municipality, rank with the most efficient in the country; and in the decade which began in 1910, it has made greater progress than any other city in the United States, which at this stage of the world's history means the world.

New Orleans is situated in the south central part of the United States, 29 degrees, 56 minutes, 59 seconds North Latitude, 90 degrees, 41 minutes, 94 seconds West Longitude. It is a little more than 110 miles from the Gulf of Mexico, but nevertheless it is a seaport as it is located on the widest and deepest part of the great Mississippi River which admits of the passage of the greatest ocean-going vessels up to front doors of the city. In fact, New Orleans has one of the greatest harbors in the world. There are about 30 miles of up-to-date wharves, including about 14 miles of steel and concrete storage sheds which are equipped with modern loading and unloading machinery and which serve ships from all parts of the world.

The biggest of the United States battleships come into the port of New Orleans. But by no means does the deep part of the Mississippi River end at New Orleans. Great oil ships are now going as far north as Baton Rouge, more than 120 miles above New Orleans, where the Standard Oil Company has one of its most important distributing centers.

New Orleans and the rest of the Mississippi Valley has never fully utilized the value of the Mississippi River, but there is an awakening in that direction and indications are that within the next ten years the river will be ranked in commercial and industrial importance with the combined trunk lines which send a net work down into the valley from all parts of the United States and even from the great wheat fields of Canada. The river and its tributaries, command nearly 18,000 miles of navigable waters, all of which pour into the Gulf of Mexico, which is part and parcel of the Atlantic Ocean and by which the Panama Canal, the passage way for oriental commerce, is reached.

The City of New Orleans takes in all of the Parish of Orleans. It has an area of 196 square miles, being second only to New York in size. New Orleans is almost surrounded by water which tends to make the city cool and comfortable even during the hottest season of the year. On one side is the Mississippi River and on the other is Lake Pontchartrain, a body of water twenty-six miles wide and nearly as long. Here and there in the vicinity of the city are other lakes of considerable size.

New Orleans was founded in 1718 by Jean Baptiste le Moyne de Bienville, or more properly it was laid out by Bienville's right-hand man Sieur le Blond de Tour, who with fifty picked men cleared the undergrowth and laid out the city. We are told by Richey and Kean that de la Tour arranged the settlement in the shape of a rectangle facing the river and in the middle marked off a square to be used as a Place d'Armes; to the rear of this was to be the church, school and government house. Barracks and a few huts were erected, and to this crude settlement Bienville gave the name of La Nouvelle Orleans in honor of the Regent, the Duc d'Orleans.

Even when New Orleans was founded, Bienville wished to make it the capital of the province but those, who with him were representing France, which then claimed possession of the territory, were opposed. They said it could not be safely reached by large vessels. In 1722, Bienville had his chief engineer, Panger, examine the mouths of the Mississippi River; he reported eighteen feet of water in Southeast Pass, and suggested that if dikes were built along this pass and the others closed, the current, would by its own power, keep sand out of this pass. It was upon this suggestion, 150 years or more later, that Eads constructed the jetties.

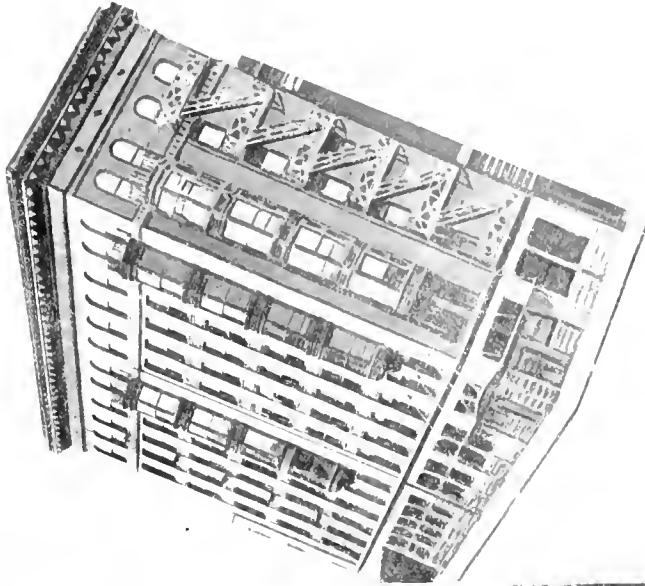
Panger had one of his great ships taken through the pass of Balize and after receiving the report of the trip, the others yielded to Bienville and made New Orleans the capital of the territory. At that time the city consisted of "about 100 disorderly, barrack-like buildings, but Pere Charlevoix who visited it and recorded his impressions foresaw a great future for the city and declared that its location was superior to that of Paris or Rome. "One day," he wrote, "and that day may not be far distant, New Orleans may be an opulent city and the metropolis of a great and rich colony."

It was under the administration of Bienville that slaves were introduced, more than 500 being brought to the city from Africa.

Bienville was succeeded by Gov. Perrier, who accomplished many improvements in New Orleans. His first important undertaking was the building of a levee in front of the city. It was eighteen feet wide and 900 feet long and was continued eighteen miles above and eighteen miles below the city. The inhabitants furnished the slaves to do the work and the government provided the slaves with food. To protect the city from Indians, stockades with eight small forts were built. It was at this time that the first sanitary measure was taken. Gov. Perrier called it "ventilating the city." He cleared the forest between the city proper and Lake Pontchartrain and had other work in mind, but lack of funds prevented the carrying out of the whole project.

It has been New Orleans' good fortune for nearly two centuries to have good educational institutions. Even as far back as 1727, the Ursuline nuns established a convent in the city. They were first located at Gov. Bienville's former home, until their convent at Chartres and Ursuline Streets was completed in 1730. This building is the oldest in the United States west of the Alleghenies, and the girls schools conducted by the nuns was the first to be opened in the United States.

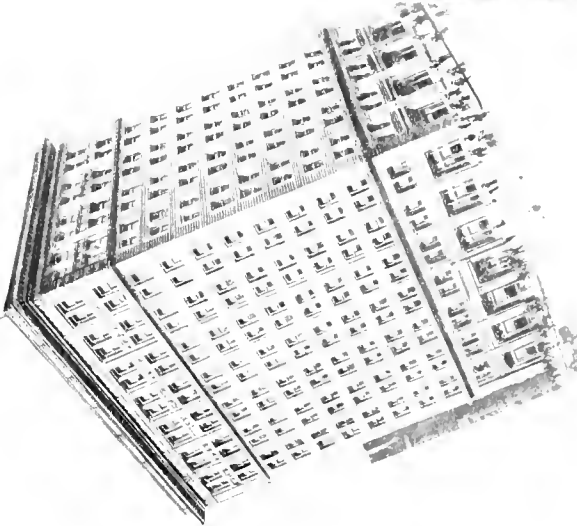




INTERSTATE BANK BUILDING



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We are told that in 1730 the city extended from Bienville to Ursuline Streets and from the river to Dauphine Street. It was still a crude settlement at that time. Greased paper or linen was used in the windows instead of glass and torches or ill-smelling myrtle-wax candles furnished the artificial light. However, despite all of their crudities the inhabitants of New Orleans endeavored as much as possible to dress like the people of Paris and carried out all of the French habits and customs even to cafe au lait for breakfast. At this period the city had a population of 7,000. There were 5,000 French, Germans and Canadians and the rest were negro slaves.

About 1730 Bienville was recalled to this country to take charge of the colony and once more he ruled the destinies of the city.

It was in 1732 that the insurrection of the negro slaves took place in New Orleans. The blacks had been trained by their white owners to handle firearms and to fight so as to assist in driving off the Indians. After they had become proficient warriors, the negroes themselves revolted. The insurrection was not suppressed until the leaders had been put to death—the women on the gallows and the men on the wheel. The heads of the men were placed on posts at each end of the town so that it would serve as a warning to those contemplating revolt in the future.

During the next thirty years New Orleans made very little progress but managed to hold its own in the face of many trials and vicissitudes of a new born country. In 1762, Louis XV gave that part of Louisiana which included New Orleans to his cousin, Charles III of Spain, but during the next four years the city was still under the control of those officials who had been appointed by the French government. In the meantime the citizens had been dismayed by the announcement of the contemplated change of governments and Jean Millet, one of the wealthiest merchants had been sent to France to pray that the New Orleans be taken back into French control.

Four years after Spain had nominally gained control of Louisiana, Don Antonio de Ulloa was sent over to take charge of the province. He was a weak and vacillating official and after he arrived removed neither the French officials or the French flag. For a while the province had a joint French and Spanish government. It is related of him that he absented himself from New Orleans for seven months during which time he remained at the mouth of the Mississippi River waiting for his "Peruvian bride." In October, 1768, Noyan and Villere and a sturdy little band, took charge of the city and forced Ulloa to flee for safety to a Spanish vessel in the harbor. This little group formed the plan of making a republic of all the American colonies but were unable to carry it through.

Spain became alarmed at the boldness of New Orleans' citizens and sent to Louisiana Don Alexander O'Reilly, who brought nearly 4,000 Spanish troops on a fleet of 24 vessels. He soon crushed the spirit of revolt. It had been promised that if some of the leaders of the revolt against Ulloa would remain they would be forgiven, but they were played false. Some of them were shot and most of the others were imprisoned.

We learn from Richey and Kean that when O'Reilly came to New Orleans the British controlled the trade. This was soon stopped by English ships being denied entrance into the port. In 1778 Gov. Galvez who had succeeded O'Reilly, permitted trade with France and the Thirteen American Colonies.

During the latter part of the century, in 1788 and in 1791, New Orleans suffered two disastrous fires. That part of the city not destroyed in the first blaze was either wiped out or damaged in the second conflagration. A new city was built, the movement being led by Baron de Carondelet, who urged that tile roofs be used instead of inflammable shingles. Many of these tile roofed houses built at this period still are standing.

It was in 1796 that steps were taken to drain the city. Carondelet Canal and the Old Basin were built and the city was connected with Bayou St. John and Lake Pontchartrain.

In March, 1805, New Orleans was incorporated as a city, the province in the meantime having come into the possession of the United States by purchase from the French Government. The people in electing alderman in 1805, exercised their suffrage for the first time.

On January 10, the first steam-propelled vessel that ever plied the waters of the Mississippi River arrived at New Orleans. It was called the "New Orleans" and was built by Nicholas I. Roosevelt, one of the ancestors of President Theodore Roosevelt. The "New Orleans" was constructed five years after Fulton had invented the steamboat.

One of the most interesting events in American history was the battle of New Orleans which occurred on the plains of Chalmette about five miles below the business section of modern New Orleans. On December 1, 1814, Andrew Jackson, leading the United States forces arrived to defend the city against an impending attack by the British led by Sir Edward Pakenham. The British army was almost annihilated when the battle took place, January 8, 1815. Because of the delay in transmitting news it was not known to the combatants that a treaty of peace had been signed between the United States and Great Britain almost two weeks before the battle of New Orleans was fought. In fact, it was not until March 17 that news of the treaty had been received.

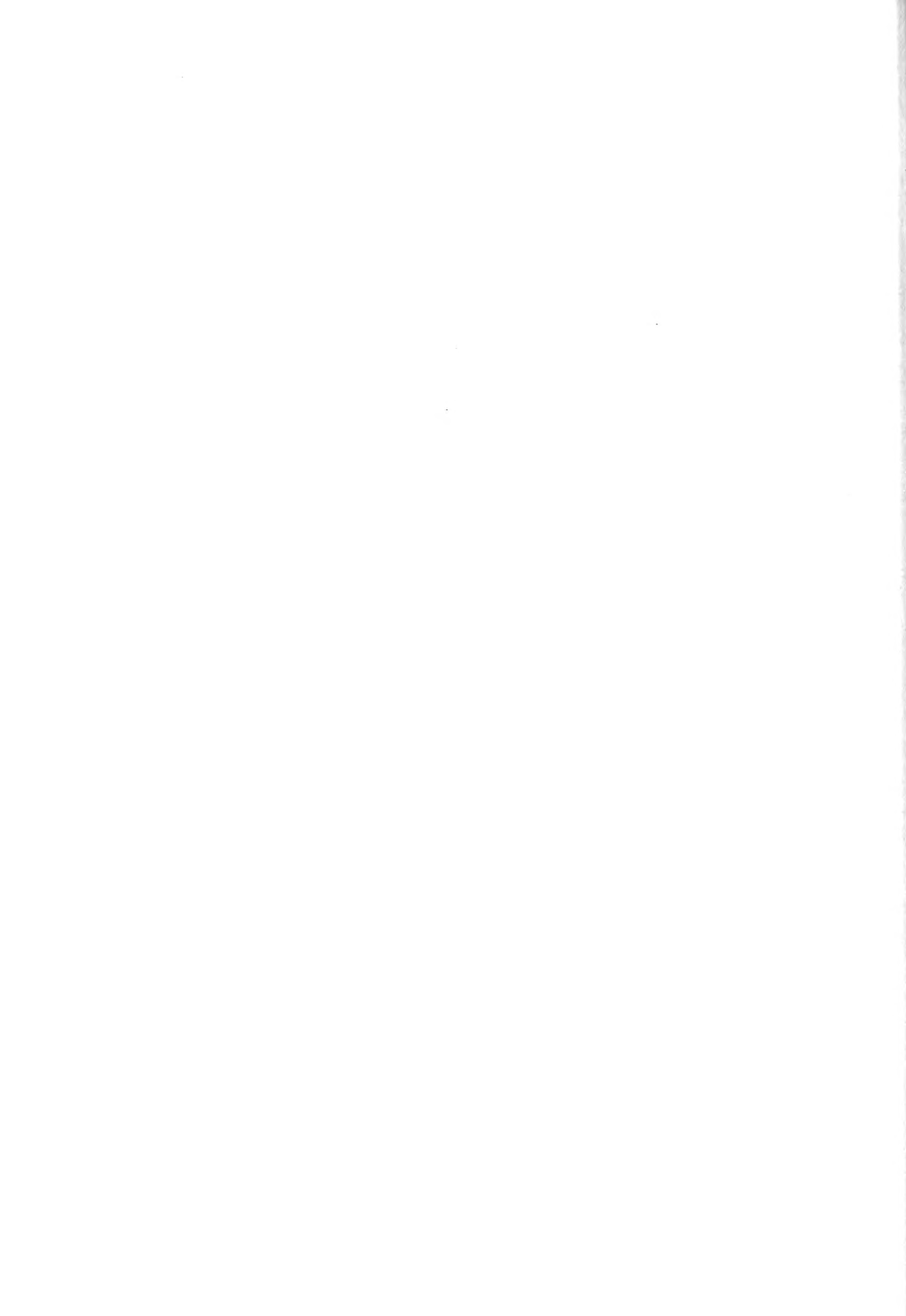
In 1815, the population of New Orleans was about 33,000; by 1820, it had increased to 40,000.

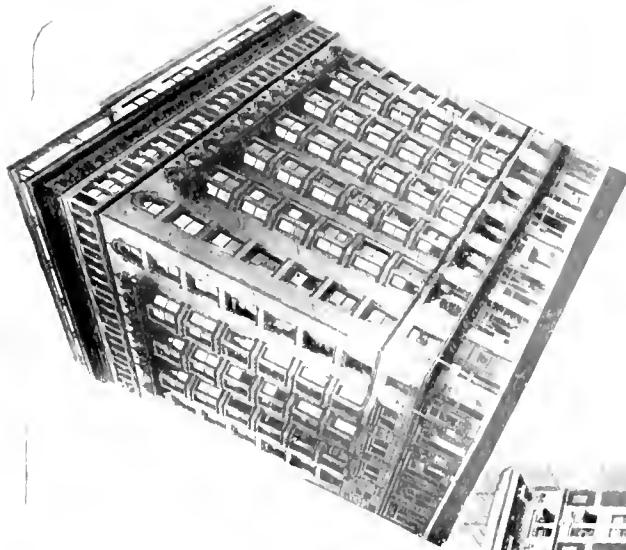
The first railroad was completed in New Orleans in 1830. It ran out Elysian Fields Avenue and connected New Orleans with Milneburg. This road is still in operation and is said to be the oldest in the United States. It still runs under its old perpetual charter and is owned by the Louisville and Nashville Railroad.

Gas street lamps were first used in New Orleans in 1833, and continued in service for more than fifty years.

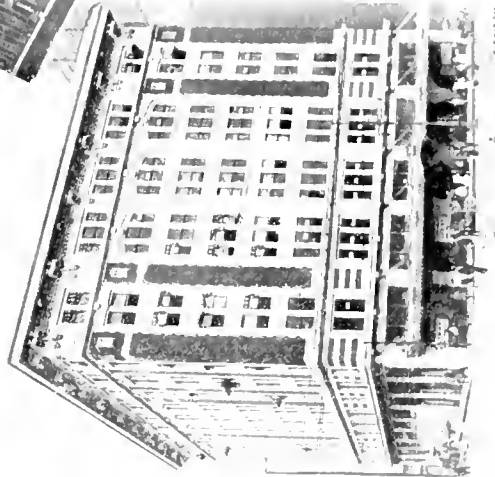
Orleanians and New Orleans took a prominent part in the war between the States. When the clash came the city sent 5,000 of her best soldiers to the defense of the northern line of the Confederacy. On April 25, 1862, the city was captured by Admiral Farragut, who entered port by coming up the river with a fleet of 43 vessels. Gen. Ben Butler, with 15,000 soldiers, took charge of the city May 1, 1862. His regime is one of the bitterest chapters in the history of the city and was condemned by northerners as well as southerners. He was removed before he had served a year as military commander of New Orleans.

One of the most stirring incidents in the history of New Orleans took place September 14, 1874. The "carpetbaggers" and "scalawags," who had come into power in the reconstruction period following the close of the war, had been in control of the city and had committed numerous abuses and outrages. The citizens of New Orleans formed a league for the expulsion of the carpetbag government. It was called the "White League." In order to frustrate the plan for driving out the scalawags an order was issued which forbade a citizen to keep a firearm even in his home. It was learned by the "Metropolitan Police," which was the name of the organization through which the carpetbaggers exercised their will, that a cargo of ammunition for the

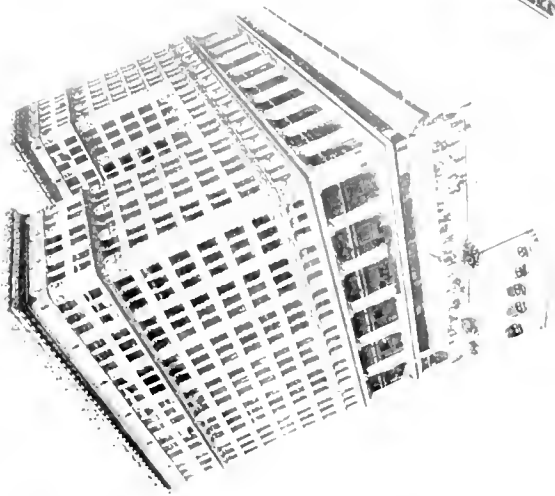




HENNEN BUILDING



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White League was due. The Metropolitan Police formed at the foot of Canal Street September 14, with mounted cannon to prevent the landing of the arms and ammunition. The White League moved out a side street and came around until they faced the Metropolitan Police. A skirmish followed which resulted in the Metropolitan Police fleeing after having lost many of their forces. The White League had lost 16 of their number. In memory of the men who lost their lives, the league erected a monument at the foot of Canal Street, where it still stands. By a series of successes the White League restored the league to the control of the city.

A Cotton Centennial Exposition was held in New Orleans in 1884 to celebrate the hundredth anniversary of the first exportation of cotton. The exposition was a brilliant success.

The present aim of the city is toward municipal ownership of public utilities. The city owns its own waterworks and has under consideration a plan to build its own electric lighting and gas plants.

New Orleans has grown more in the last 15 years than it did in the previous 50, and the steady, substantial growth is now at its height. The completion of the Panama Canal contributed something to the impetus which has sent the city ahead, but more than all has been the realization of the value of the land surrounding the city and its products. Another factor has been the development of the Latin-American trade. New Orleans, more than any other city in the world, has benefited by the great European war. Germany and France have had a toe-hold on the commerce of the semi-tropics, but most of that trade has come to the United States and particularly to New Orleans.

Nearly all of the city's modern buildings have been built in the last fifteen years. Before the drainage system was completed it was difficult to obtain foundation for a large building except at a prohibitive cost. With the perfecting of the drainage has come the sky-scraper until at present the city's sky-line is as impressive as that of any city of the same size in the country. There are probably 25 buildings, ten or more stories in height.

In the last five years New Orleans has made great progress in extending its residential suburbs. Lake View, which lies between the cemetery section and Lake Pontchartrain, has been cleared and drained and is now rapidly developing. Gently Terrace and a half dozen other tracts are also being rapidly developed. New Orleans has plenty of room to stretch itself and even if the population were three million, there would scarcely be any excuse for anything like a congested residential district.

On the opposite side of the main section of the city, facing the Mississippi River, the United States government has spent three or four million dollars in establishing a big naval station with a navy yard and floating dry docks; and also an immigration station where Uncle Sam receives and passes upon the eligibility of every person seeking to enter his domain.

One of the greatest engineering feats in the world, insofar as agricultural progress is being concerned, is being undertaken and it may be counted as a success, in the Jefferson-Plaquemines district, contiguous to New Orleans. In this section, George A. Hero, an engineer, who owns a large part of the property, has built the largest drainage pump in the world which is at work night and day reclaiming 40,000 acres of the most fertile lands in the country. This project compares in magnitude with anything ever tried in Holland. L. C. Spencer is one of the leading spirits in the reclamation movements and owns one of the largest orange orchards in the state. It is situated in the heart of the reclaimed section.

By special act of the Legislature, the aldermanic form of the city's government was changed to a commission plan of municipal government. The commission is composed of a mayor and four commissioners. The latter are in charge of the departments of public finances, public safety, public utilities and public properties, respectively. The distinctive features of the New Orleans commission form of government is its initiative, referendum and recall.

The New Orleans drainage system is the most comprehensive of any city in the country. It consists of about 50 miles of main low level canals from which the water is pumped; and of about 20 miles of higher outfall canals into which the water is pumped. The latter discharge into Lake Pontchartrain by means of an artificial slope. When it is completed the total capacity of the drainage pumps will be 7,000,000,000 gallons a day. At present the drainage is emptied into Lake Pontchartrain, but ultimately it will be pumped into Lake Borgne.

The city has spent more than \$26,000,000 on its sewerage and water system and by 1917 will have spent about \$4,000,000 additional. The completion of the water system and the practical completion of drainage has made this city the healthiest in the United States. Fevers of all kinds have been driven out and malarial infection has ceased to exist.

New Orleans is the only ratless city in the United States. A few years ago several cases of bubonic plague were discovered in New Orleans, having been brought to the city by rats off ships sailing from infected ports.

The United States had helped San Francisco to make a fight against disease-carrying rats and the forces which had helped to fight the rodent in that city were sent here. The rat was exterminated and the city has spent eight million dollars in exterminating the pest and the carrying of bubonic plague is no longer possible. Every house has been or will be made rat-proof. An idea of the civic pride which prevails in New Orleans may be given by the citing of the fact that 14,000 owners of houses have mortgaged their properties in order to comply with the rat-proofing regulations.

New Orleans has a dozen hospitals and is well able to care for the sick and injured of the city and state. Its Charity Hospital, which has a capacity of about 2,000 patients, frequently contains sufferers brought to the city from as many as six surrounding states.

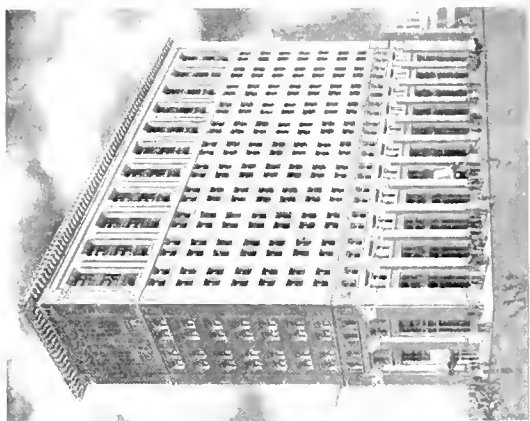
All of New Orleans 30 lines of street cars are operated by the New Orleans Street Railway Company, which formed as a holding company, has bought out all of its subsidiaries. There are more than 200 miles of single track and more than 600 motor cars. There is a suburban line - the Orleans and Kenner - which operates 12 miles into the country through a fast-growing section. Several hundred "jitneys" also help to transport Orleanians from one part of the city to the other. The city is scattered over a vast area and means of transportation are generously patronized.

New Orleans has direct water transportation as far as St. Paul, Kansas City, Pittsburg and Chicago in their several directions and deep-sea trade routes to all parts of the world.

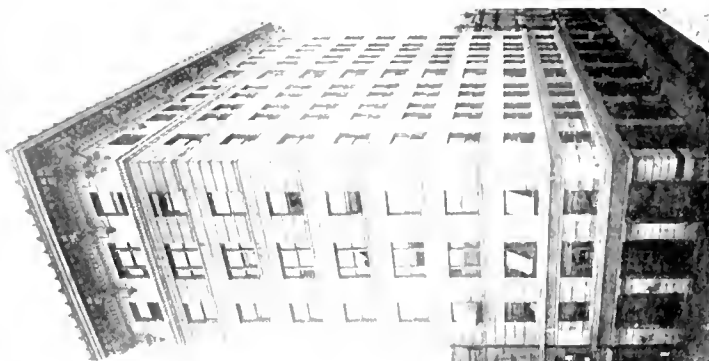
The New Orleans harbor is admirable. The water is from 20 to 30 feet deep alongside the wharves and 200 feet in midstream. The narrowest part of the river at New Orleans is 2,000 feet wide.

The wharves and docks are under control of the Board of Port Commissioners, an organization appointed by the governor, which has supreme power over the area it controls.

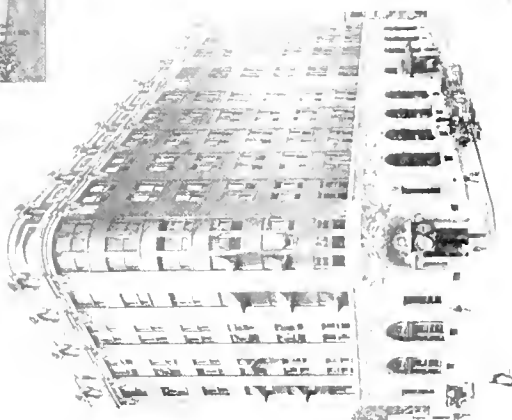




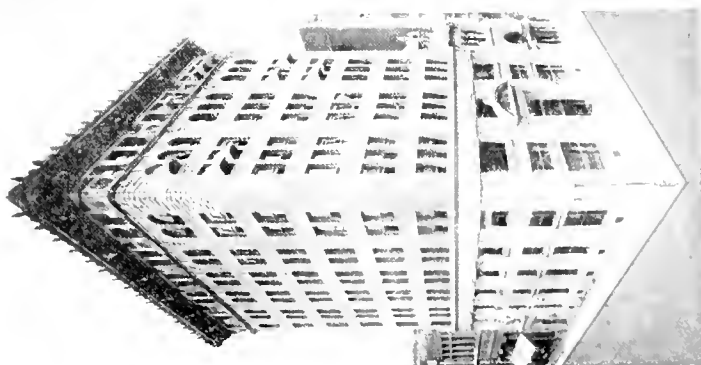
WHITNEY-CENTRAL BANK BLDG



TITLE GUARANTEE BLDG



METROPOLITAN BANK BLDG



CANAL-LOUISIANA BANK BLDG





One of the city's great utilities is its public belt which handles more than 15,000 freight cars over its lines every month. The belt serves as kind of clearing house for all the railroads and enables shippers to obtain the quickest possible service both in receiving and sending out freight. It also forms a valuable link to the shipping facilities.

The city is connected with Lake Pontchartrain by two canals which bring lake boats up into the heart of the city. It is now planned to build a canal which will connect Lake Pontchartrain with the Mississippi River.

In regard to the city's commerce the following data has been gleaned from Richey and Kean's history.

New Orleans is the second port in the United States, being outranked only by New York. The combined value of exports and imports for last year total more than \$300,000,000. Practically every state in the Mississippi Valley sends some of its produce through the port of New Orleans. Corn, wheat and other grains come from the Central states. The Southern states, especially Louisiana, Mississippi and Arkansas, send cotton seed products, oil, cake and meal. Oklahoma and Texas supply some cotton.

As a lumber port New Orleans stands first among American cities. In the heart of the cypress regions, it exports both lumber and manufactured articles. The Southern yellow pine and naval stores obtained from it, pass through New Orleans en route to Europe, Asia and Africa and South America. Nearly all of the staves used in harvesting the wine crop of Europe are supplied by this port, while quantities of oak, walnut and poplar, as logs or lumber, are distributed to all parts of the world, linseed products from Minnesota; tobacco from Tennessee, Kentucky, Ohio and Indiana; iron from Alabama, farm machinery from Illinois, Indiana, Ohio and Wisconsin; boots, shoes and miscellaneous products from the vast area connected with New Orleans by a network of waterways and railroads, swell the export trade.

The principal articles of import are coffee, sugar, sisal grass, burlaps, bananas, nitrate of soda, mineral oil, creosote oil, mahogany logs, drugs and chemicals, fertilizers, molasses, ferro-manganese, sugar beet seed, fruits and nuts, manufacturers of fibers, and manufacturers of iron and steel. Each of these items exceed a half million dollars in value.

From far-away India, British ships bring burlaps, which is fourth in value on the list of imports and a coarser kind of bagging made from the pieces of jute unfit for burlap. British liners carry salt, ferro-manganese, which is used in making Bessemer steel, and textiles from the world-famed looms of England, besides articles of every description. Fuller's earth, sometimes carried in ballast, is brought in great quantities; it is used for bleaching and cleansing cloth and for filtering oils. Most of it goes to the cottonseed and linseed oil mills.

One of the curious paradoxes of commerce, is that the same British ship which brought 8,000 sacks of salt from Liverpool, carried to Liverpool on her return voyage, 5,000 sacks of Louisiana salt. Unexcelled wines and liquors, the secret of whose manufacture is jealously guarded, cheese from France, Holland and Switzerland, the like of which cannot be made in this country; olive oil from southern France, Italy and Spain; currents from Patras, Greece; lemons and even garlic from Italy, are unloaded upon New Orleans wharves.

Divers minerals, such as marbles from Italy, magnesia from Austria and ferro-manganese from Luxemburg, are imported. Every kind of manufactured article from France, fine china, porcelains and toilet articles from France; plate glass and baskets from Belgium; toys and trinkets of every description from Germany in normal times, are brought to New Orleans to be distributed all over the United States.

The value of coffee imported at New Orleans exceeds that of any other one article, being nearly forty million dollars. Three British lines bring nine-tenths of the coffee to New Orleans from Brazil. These same ships take cargoes from New Orleans to European ports.

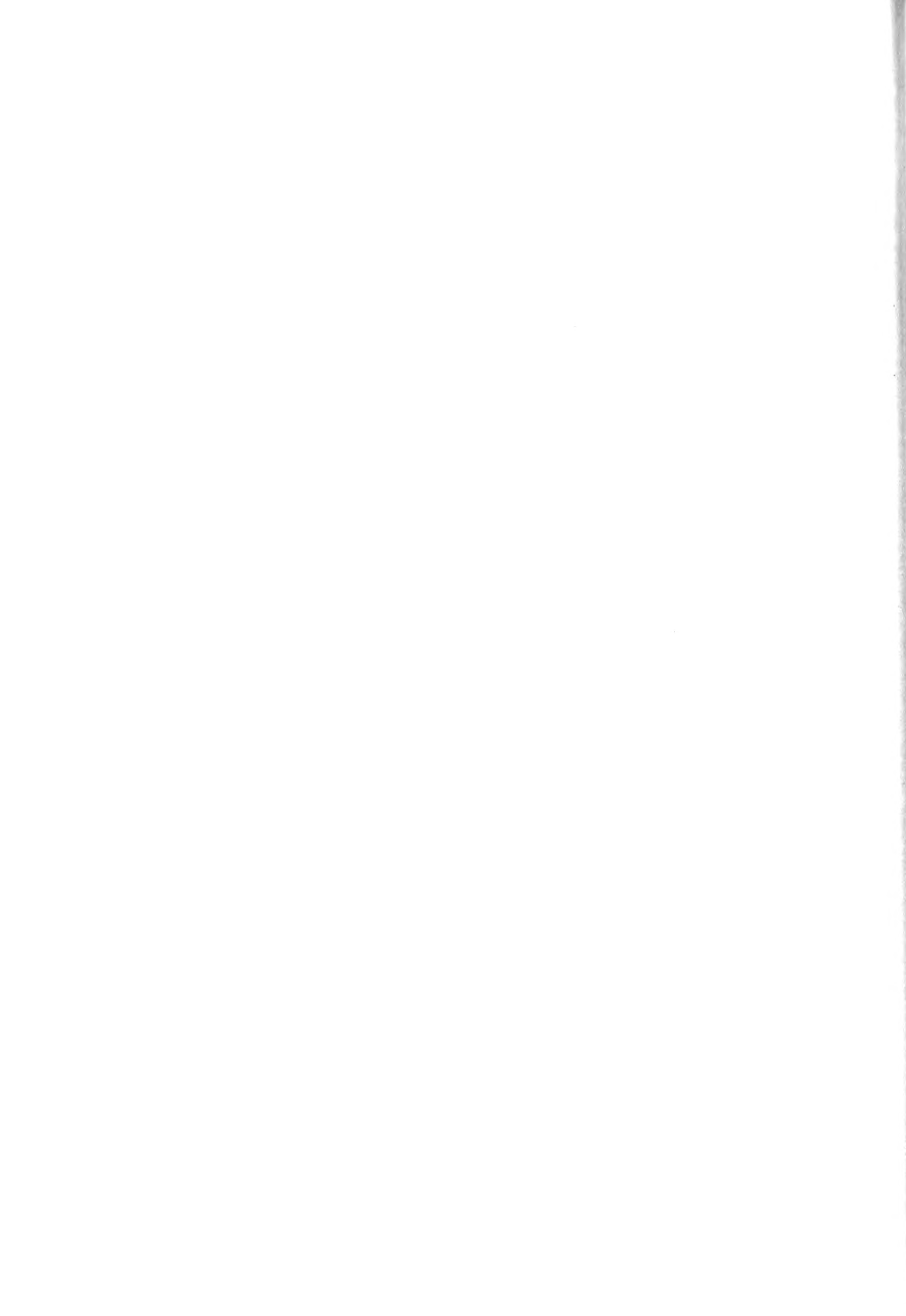
New Orleans is the cotton center of the country. Recently a gigantic cotton warehouse has been erected in which the staple will be stored by planters who wish to borrow money on it when the market is low and then redeem it when the value of the staple has gone up. The annual capacity of the warehouse which is under state control is 2,000,000 bales and it is planned to make it 1,000,000 when the need arises, which it is expected will be in a very short time.

New Orleans has four sugar refineries, the Chalmette, which is operated by the American Refining Company, being the largest in the world. It has an annual capacity of 600,000 tons.

New Orleans is important as a manufacturing center, having nearly 900 factories, employing about 78,000 wage-earners, and producing about \$100,000,000 worth of manufactured articles of all kinds.

One of the social features of New Orleans winter life is the carnival season which extends from Twelfth Night until the beginning of Lent and which has its climax on Mardi Gras, "fat Tuesday" or the eve of Ash Wednesday. During the final week of the carnival there are numerous costly pageants which are witnessed by thousands upon thousands of visitors who come from all parts of the United States to participate in the balls and other incidents of the season of merriment.

New Orleans calls itself the "Winter Capital of America." It is glad to welcome the visitor who is seeking merely entertainment and provides numerous theatres, the French opera, the races, scores of restaurants, the best hotels in America and hundreds of other attractions. But the city does not wish to be known as a play-ground. Twenty years ago an Orleanian traveling over the United States would tell his new friends to come to New Orleans and he would give him a gin fizz of rare quality or an especially fine cocktail or perhaps an absinthe. Now it is different. The traveling Orleanian boasts of his banks with its billion dollar clearings every year; of his city being "the second port;" of his city as a manufacturing center; of its schools and universities; of its fine street car system; its public cotton warehouse; its sewerage and water systems; its libraries and its parks; of its exports and imports; of its fine harbor and port facilities; of the 11 railroads which center there; of the scores of lines of steamships which come from all parts of the globe; of its immense wholesale and jobbing concerns; of its paved streets and modern buildings, and of its thousand and one things which he confidently believes will make it greater than New York one of these days.



# THE PORT OF NEW ORLEANS

The French pioneers chose for the site of the City of New Orleans a most advantageous geographical location at a point on the Mississippi River 110 miles from the Gulf of Mexico, where a deep water harbor may be developed on both sides of nearly 200 miles of stream. The river, forming a letter "S" around the city proper, establishes a physical crescent which gave the city the appellation "Crescent City."

Until 1901 the facilities of the Port of New Orleans were provided by private interests through lease of the river frontage. The wharves were temporary structures; there were no sheds; there was no machinery, and charges assessed against vessels were considered excessive.

In 1896, the Board of Commissioners of the Port of New Orleans was created by Act of the Legislature the Commissioners, five in number, being appointed by the Governor of the State, and serving without compensation. By the original act, and successive legislation, this Board exercises great authority, and, in the interest of the commerce of the port, may expropriate property, build and operate wharves, sheds, warehouses and other facilities essential to the ocean and river shipping of the port.

The first Board which took charge of the facilities in 1901 were somewhat handicapped through having no other available fund than revenues produced by charges upon shipping. After a few years, however, the Legislature authorized the Board to issue bonds, and, with the proceeds of these bonds, wharves and sheds were constructed. In 1914, other bonds were issued for construction of a cotton warehouse; in 1915 for a grain elevator, and, in 1916, an Industrial Canal and other warehouses may follow.

The State of Louisiana, having preserved the harbor frontage of New Orleans as a public heritage, and legislation permitting the Board of Commissioners of the Port of New Orleans to float bond issues bearing the underlying responsibility of a Sovereign State, the Board will plan continued and adequate development of the port's facilities and construct and conduct such facilities as will enable commerce to use these facilities and serve the trade tributary to New Orleans safe from the checks and restraints often incident to private monopoly of the terminal facilities.

In pursuance of a broad policy of financing, the Board authorized an issue of \$25,000,000 of bonds to be sold, as occasion may require and as our revenues may justify, for the ultimate development of the port to its highest usefulness. These bonds may be issued only in the event the net income of the Board for the preceding 12 months shall have been at least  $1\frac{1}{2}$  times the annual interest charge upon such additional bonds. Our bonds have been passed upon by lawyers of national reputation, and the local bankers have co-operated with and aided materially in floating the bonds.

Early in 1914, the Board decided to make exhaustive investigations looking to revision of the system of charges which was considered faulty as a relic of earlier days. Four-fifths of the tonnage of ships which come to New Orleans use the public wharves, about 50% exclusively, while one-third of the shipping uses both the public wharves and other facilities. This matter was made the subject of an exhaustive report to the Board, which contains among many other things, an interesting comparison of port charges with other parts and a discussion of the entire theory. It was developed that New Orleans was more expensive from the ship's standpoint than its competitive neighbors, Galveston and Mobile, but that when the ship and the cargo were both considered, New Orleans imposed less charges upon commerce. It was also ascertained that there was a striking difference in the dispatch rate at which vessels load and unload cargo, and it was recommended that steps be taken to bring all shipping to efficient use of the wharves, cutting down the time of occupancy and increasing the number of ships that can be accommodated. It was recommended in this report that the past system which placed the entire charges against the ships, based on the ship's size, should be superseded by a system which, while continuing to charge the ship also charged steamship agents a rental for the area devoted to their preferential or exclusive use, and which also charged tolls upon the cargo moving to or from ships. This new system went into effect on November 15th and it may be of interest to say that the railroads have agreed to absorb the charge fixed against the goods thus obviating any change in the transportation costs to the shipper or the consignee.

The developed river line of the harbor extends approximately 15 miles, but there are 41.1 miles of river frontage under the control of our Board. The river, in this distance, is from one-half to three-fourths of a mile in width and varies in depth from 40 feet to 100 feet at the wharf lines to a maximum depth of 188 feet in mid-stream.

This developed harbor has a water area in excess of eleven square miles.

Throughout the harbor there is ample depth for all requirements of commerce except that during very low water a limited amount of dredging may be required at certain wharves. There is also ample space for all vessels now using the harbor to lie at anchor in the stream and as the current is uniform in its direction, no swinging on the anchors is encountered nor has any case of a vessel dragging her anchor, except in the recent hurricane, been noted, the effect of storms being slight as compared with exposed coast harbors.

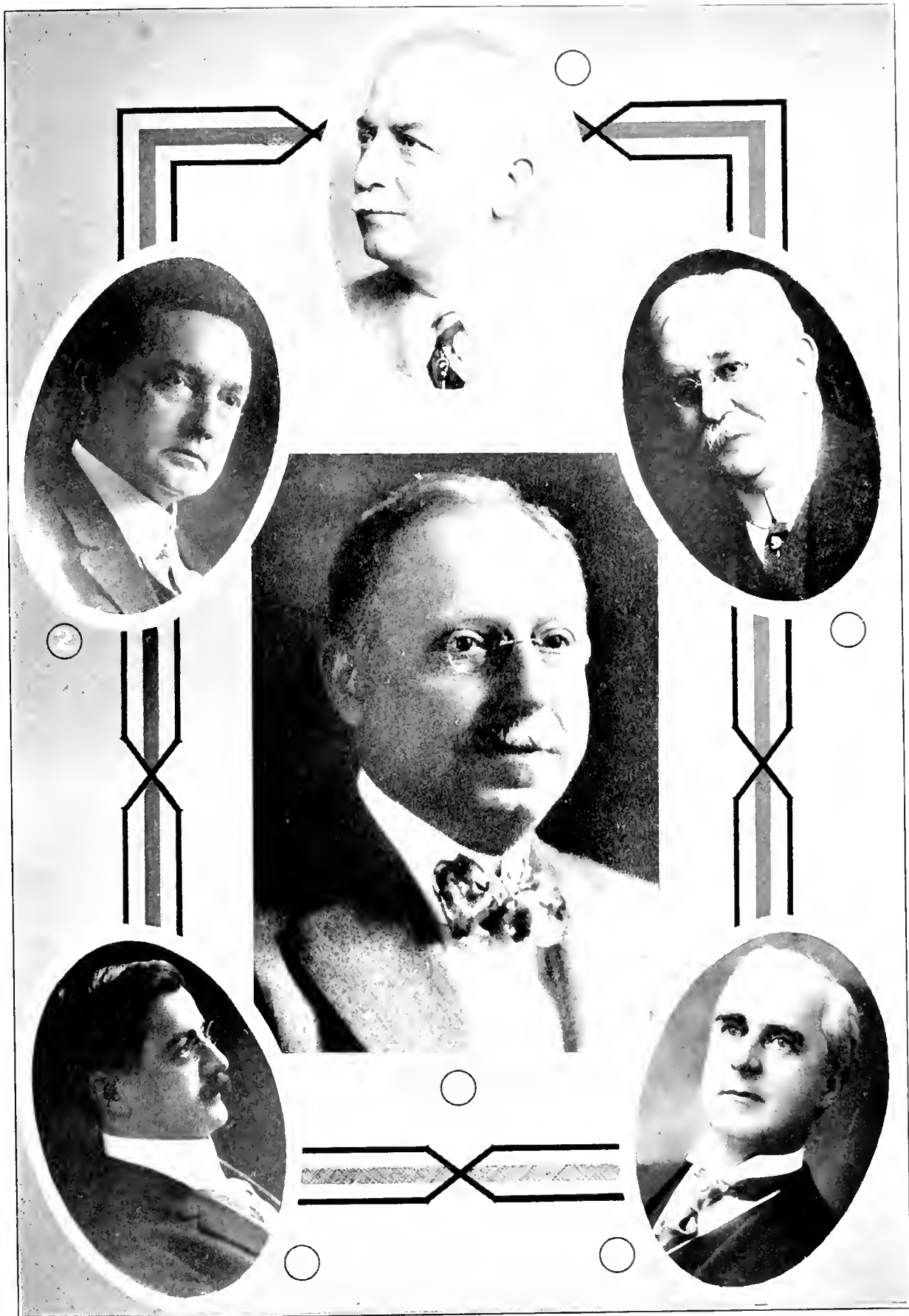
Over five miles of fully developed frontage operated by the Board is occupied by about 4,000,000 square feet of wharves, two-thirds of which area is covered by steel sheds.

It is a matter of universal experience in any business that complete equipment for the conduct of the business means, other things being equal, enormous strides over precious results without adequate equipment. Until recently a port was considered as completely equipped when furnished with wharves and landings, now all the handling appliances used in industrial businesses, such as cranes, runways and power trucks are found in port operation.

In a report on "Transportation by Water in the United States," Honorable Herbert Knox Smith, Commissioner of Corporations, United States Department of Commerce and Labor, said: "Two ports only, New Orleans and San Francisco, are noteworthy for their high degree of public ownership, control, efficiency and equipment. At New Orleans the active water front is admirably equipped and controlled by a State Board; most of the wharves and sheds are open to general traffic, and a municipal board operates ten miles of belt railroad, giving co-ordination between the waterway, local industries and trunk line railroads."

There is a yard trackage for about 2,000 cars and the plant is capable of handling between 2,000,000 and 2,500,000 bales of cotton per annum. Within the terminal is nearly five miles of overhead and floor level concrete runways for the accommodation of electrically operated trucks or trains for conveying cotton through the plant. Within the compartments there will be electric cranes and specially invented appliances for pulling, pushing and grappling which are truly remarkable in the extent to which they render service exceeding any device previously employed.







The terminal buildings cover an area approximately 50 acres. Including the trackage adjacent to the plant, the total area covered is approximately 100 acres. The wharves are two-story, reinforced concrete, 2,000 feet in length and 180 feet in width. The lower story is 16 feet 8 inches and the upper story 15 feet 8 inches in height. The warehouses are six in number, and, with the wharf sheds, have a normal capacity of more than 450,000 bales, with an emergency capacity of 600,000 bales.

This completed plant gives New Orleans a most modern warehouse system adapted to storage, handling and shipping of agricultural commodities. It is estimated that the reduction in the cost of handling and storage of cotton through the operation of these warehouses and terminal over past costs will amount to approximately 40%, and the rates of insurance will be reduced to approximately one-fourth the expense heretofore.

During the year ended June 30, 1915, the volume of grain handled at the Port of New Orleans was over 50,000,000 bushels, and, during a part of this year, railroad-owned elevators were unable to satisfactorily handle the traffic.

## BOARD OF COMMISSIONERS OF THE PORT OF NEW ORLEANS

No. 1. **ERNEST M. LOEB**, President. Is prominent as dealer in and manufacturer of machinery. Born Houston, Texas, January 19, 1867. Mr. Loeb early in life became identified with the machinery business, in which he is an expert, organizing a machine selling department for Schwartz Supply Co., subsequently becoming a partner and is now sole owner of that business. Mr. Loeb was married Jan. 6, 1897, to Miss Elka Freeman, and from this marriage there are four children, Claire E., Freeman E., Ernest M., Jr., and Robert E. Loeb.

No. 2. **WILLIAM OTIS HUDSON**, President Marine Oil Co., son of R. B. and Sarah (Guesse) Hudson, was born at Augusta, Ga., May 5, 1865, and after an education received in the public schools of his native state, began life in the mechanical department of the Southern Railway at Atlanta, Ga., and afterwards was locomotive engineer on S. F. & W. R. R., then accepting employment with the Standard Oil Co. as traveling salesman, being transferred to New Orleans in 1898, has served as Lieutenant commanding Division E., Louisiana Naval Brigade and is a member of the Board of Commissioners for the Port of Orleans. Is Vice-President of the City Bank & Trust Company, President Satellite Oil Company and President Marine Oil Company, organizing the latter Company in 1902. Was married Oct. 6, 1890, to Miss Ellen Douglass Baber, and from this union there is one child James M. Hudson.

No. 3. **CHARLES D. O'CONNOR**, son of Thomas and Ellen (Fitzsimmons) O'Connor was born at New Orleans, La. July 17, 1864, was educated in the public schools of his native city and attended Soule's Business College. Under the old aldermanic form of government, served for twelve years as a member of the City Council of New Orleans, and is the organizer of O'Connor Company, Ltd. Is also proprietor of the American Laundry, and a Director of City Bank & Trust Co. and a member of the Board of Commissioners for the Port of Orleans, known as the Dock Board.

Mr. O'Connor was married Oct. 5, 1898 to Miss Camille Bertel and from this marriage there are two children Camille and Mildred A.

Is a prominent factor in the business world of the city of New Orleans.

No. 4. **JEFF D. HARDIN, Sr.**, born New Orleans, La., August 10, 1856, early in life entered into the commercial world by going into the receiving and forwarding and commission business at New Orleans and in representing the Western Produce interests, which business has been continued up to date. Was elected in 1905 a member of Board of Commissioners, Port of Orleans, and served continuously to 1914, being re-appointed in 1915 and still serving. Director on Board of Trade for some ten years, serving also as its Vice-President and President. Member of Association of Commerce since its organization, and member Joint Traffic Bureau. President Episcopal Church Club of Louisiana, Vestryman Trinity Church for 15 years, Trustee Episcopal Children's Home and Chairman Finance Committee of that Institution. Delegate Alternate Council to the National Chamber of Commerce.

No. 5. **RUDOLF S. HECHT**, Vice-President of the Hibernia Bank & Trust Co., has been the financial advisor of the Board of Commissioners of the Port of New Orleans for a number of years and it was through his efforts that the Board was able to finance the construction of the new Cotton Warehouse and the Grain Elevator. Mr. Hecht was appointed a member of the Board during Governor Hall's administration in recognition of the valuable services he had rendered the Board as a citizen and as a banker, and he is now acting Chairman of the Finance Committee of the Board. Besides his banking connections, Mr. Hecht is prominently identified with a number of important local commercial enterprises.

No. 6. **TILEY SCOVAL McCHESNEY**, Treasurer and Assistant Secretary. Mr. McChesney was born New Orleans, La., January 16, 1874, and has been identified with the work of the Dock Board since 1887. Was elected as Treasurer and Assistant Secretary in 1907. Is a painstaking official and the right man in the right place.

Mr. McChesney married Miss Stella Marie Theriot Jan. 4, 1894, at New Orleans, and from this marriage there are five children, Charles, Thelma Louise, Nola Mary, Estelle Theriot and Lucille Hagan.







**OSCAR DOWLING, M. D.**, President Louisiana State Board of Health, a son of Reverend Angus and Laura L. (Boswell) Dowling, was born near Montgomery (Ala.) October 29, 1866; educated at Athens College, was graduated with degree of M. D., class of '88 from Vanderbilt University and University of Nashville, 1892. Dr. Dowling later took up post-graduate work in New York, Chicago and New Orleans polyclinics; New York Eye and Ear Infirmary, and clinics in London, Berlin, Paris and Mexico City. House Surgeon 1896-97. Sr. resident Surgeon 1897-98; assistant to surgeon in charge 1896-98. Eye, Ear, Nose and Throat Hospital, New Orleans; oculist and aurist State Charity Hospital, Shreveport, La., also various Railway Companies. Specialist in treatment of eye, ear, nose and throat. Member of firm of Dowling & Scales, Shreveport. Member Louisiana State Board of Health 1906-08, and appointed President of that body Sept., 1910. Opened a most unique "clean-up" campaign embracing the entire State in November, 1910, and toured the State in a special train with health exhibit, inspecting food and water supplies of communities; 1910-15 visited many leading cities with train, North and East and West to the Pacific Slope. Married 1915, Mrs. Lula Tindall George.

Trustee of A. M. A., President Southern Medical Association, 1915; Director Am. Public Health Ass'n; 2nd Vice-Pres. of National Oral Hygiene Ass'n; 1st Vice-Pres. Southern Sociological Congress; Chairman Malaria Commission, National Drainage Congress; Associate Editor Southern Medical Journal. Tri-State Med. Ass'n. (Pres. 1905-06); Louisiana State Med. Society, (Pres. 1907-08); Southern Med. Ass'n. (Sec.-Treas. 1907-10); Shreveport Med. Society, (Pres. 1908-09); Physicians and Surgeons Club, (Pres. 1909-10). Founder and editor Medical Recorder, changed to Journal Southern Medical Association, 1908; member La. State Game Commission, (1908-10); Vice-Pres. La. State Fair Association, 1910; and Director since its organization. Member Navy League, 1st Lieutenant Medical Reserve Corps, U. S. Army.

In the social life of Louisiana, belongs to the following clubs: Columbia, Athletic, Elks, "Ananias," Chamber of Commerce, Country Club, Shreveport. Press Club, Pickwick, Boston, Chess, Checkers and Whist, Choctaw, Louisiana, Southern Yacht, Country Club, Association of Commerce, of New Orleans. Has contributed liberally to following medical journals: The Southern Medical, American Journal Public Health, Ohio State Journal, Minn. State Journal, Texas State Journal, Journal Am. Med. Ass'n., Journal of Law and Criminology, etc.





**HUGH McCLOSKEY**, son of John and Catherine McCloskey, business man and man of affairs, was born in Londonderry, Ireland, in the year 1853. After an education in the public and private schools of Londonderry, he immigrated to the United States in the year 1871; beginning his business career as a clerk with the wholesale grocery firm of Schwabacher & Hirsh, subsequently becoming interested in that concern. In 1879, he withdrew from that company and organized the firm of McCloskey & Henderson which was later succeeded by the firm of McCloskey Brothers, of which latter firm he is senior member.

In 1908, Mr. McCloskey became President of the New Orleans Railway & Light Company, from which position he resigned in 1913 to accept the Presidency of the American Cities Company, which position he now occupies. He is Vice-President of the Hibonum Bank & Trust Company and Vice-President of the D. H. Holmes Company. He was Chairman of the Committee which was responsible for the creation and organization of the Board of Commissioners for the Port of New Orleans, known as the Dock Board; and served as President of that important body for twelve years. He was also one of the organizers of the Board of Trade at New Orleans, and served as its President for three years.

In the social life of New Orleans, Mr. McCloskey takes a prominent part. He is a member of the Boston, Pickwick, Chess, Checkers and Whist, Country, and Southern Yacht Clubs.





**MARK LEIGH ALEXANDER**, a son of James T. and Fannie (Ledyard) Alexander, was born August 15, 1862, at Mecklenberg County, Virginia. On the paternal side, his grandmother was a daughter of Governor Turner of North Carolina, while a grandfather, Mark Alexander, represented Virginia in Congress of the United States for sixteen years. After his education in the common school, commenced in the business world as a clerk in the hardware store of A. Baldwin & Co., of New Orleans, La., subsequently being a traveling salesman for 15 years for some of the largest hardware houses in the South. Engaged in the real estate and insurance business at Alexandria in general exploitation work and Secretary of Chamber of Commerce of that city. Is a member of the Benevolent & Protective Order of Elks and member of Chess, Checkers and Whist Club, the Press Club, the Round Table Club, Yacht Club, and of Association of Commerce of New Orleans.

Is a member of National Geographic Society and of Louisiana Historical Society, Vice-President of American Fisheries Society, Louisiana Forestry Association, National Association Fish & Game Commissioners, and National Association Conservation Commissioners. Is President of the National Association Fisheries Commissioners and member Executive Board of National Conservation Congress and of Executive Council of the Department of Breeding and Preserving of American Game Protective Association, and is now President of the Conservation Commission of Louisiana.

Was married on June 12, 1888, at Alexandria to Miss Nellie Luckett of Rapides Parish, Louisiana, and from this issue there are three children, Ethel, Constance and Mark Leigh, Jr., Alexander.





**PURNELL MITCHELL MILNER**, Attorney, son of Dr. Uriel Richardson and Serena (Purnell) Milner, whose ancestors came from England and Ireland. On the maternal side the Purnells settled at Snowhill, Maryland, where Walton Purnell, great grandfather, was born in 1713; family moved to Virginia, thence Tennessee, thence Alabama. Dr. William Purnell, son of Walton, born July 1, 1771, married Elizabeth Dillon November 21, 1799. The Dillons came from Ballinasloe, County of Galway, Ireland. On the paternal side his great-great grandfather, John Milner, settled in Oglethorpe County, Ga. Uriel Richardson Milner, father of the subject of this sketch, born in 1821, was a son of John Ballard Milner and Ada Calloway.

After receiving a common school education in the public and private schools of his native city, attended University of Louisiana, following which he attended Tulane Law School, graduating in class of 1892; was connected with the office of General Counsel for New Orleans & Northeastern Railroad for fourteen years in the practice of law, making a specialty of contract, insurance, surety and casualty business, becoming General Counsel in Louisiana of Fidelity & Deposit Company of Maryland and representing that Company as such since 1894; represents also since 1896, the Maryland Casualty Company. Formed a law partnership in 1906 with H. Gibbs Morgan, which partnership dissolved in 1909.

Member of American Bar Association, United Sons of Veterans, Louisiana Bar Association, National Geographic Society, Medalist Glendy Burke Literary Society; President Louisiana State Good Roads Association and of New Orleans Gulf Coast Good Roads Association and is on the Executive Committee of the Jackson Highway Association; Vice-President of "Old Spanish Trail." Member of Society for Prevention of Cruelty to Animals; Young Men's Gynastic Club, New Orleans Country Club, Boston Club, Southern Yacht Club and of Carnival Organizations; life member of St. John's Rowing Club. The subject of this sketch has in his possession a family Bible with entries showing dates of the year 1713; the book itself being one hundred and twelve years old; also has in his possession a Masonic pin, handed down from generation to generation, which is one hundred and six years old. Married Miss Marie Louise Morgan January 5, 1899, at New Orleans, La., and from this issue there are two children, Louise and Ula.







**GEORGE H. DAVIS**, of Ford, Bacon & Davis, New York, New Orleans, and San Francisco, was born Oswego, N. Y. in the year 1863, and after graduating from the Oswego Normal School, entered Cornell University, graduating as Mechanical Engineer class of 1892, with degree of M. E., and after a year of practical engineering work as foreman and superintendent of construction of various electric railway companies became superintendent of construction of the Steinway Railway Company in New York in 1893-94, and in 1894-95 came to New Orleans as superintendent of construction of the Orleans Railroad Company, in the employ of Ford & Bacon, and entered the firm of Ford, Bacon & Davis in 1895. As a member of this firm, in conjunction with other members, planned the construction and re-construction of the Canal & Claiborne R. R., the New Orleans & Carrollton R. R., the New Orleans & Carrollton Railroad, Light & Power Co., the N. O. Railway, Light & Power Co., and other electric light properties of New Orleans; also designed and constructed other railway and light companies in Birmingham, Memphis, Knoxville, Little Rock, Houston, Nashville, Atlanta, Washington (D. C.), Kansas City and San Francisco. Served as President American Cities Co., 1911 to 1913; and in the social world is a member of Railroad, Cornell and Engineers Clubs of New York, and of the Boston, Pickwick, Country, Y. M. G. C. Press, Southern Yacht, Round Table and Motor League Clubs of New Orleans. Member also American Society of Civil Engineers, American Society of Mechanical Engineers, American Electric Railway Ass'n, American Gas Institute, Louisiana Engineering Society, National Rivers & Harbors Congress, Tulane Society of Economics, N. O. Association of Commerce and Chamber of Commerce of U. S., Washington, D. C. Married September 29, 1898, Miss Katherine McGrath, and from this marriage there are two children, Philip M. and Putnam Davis.

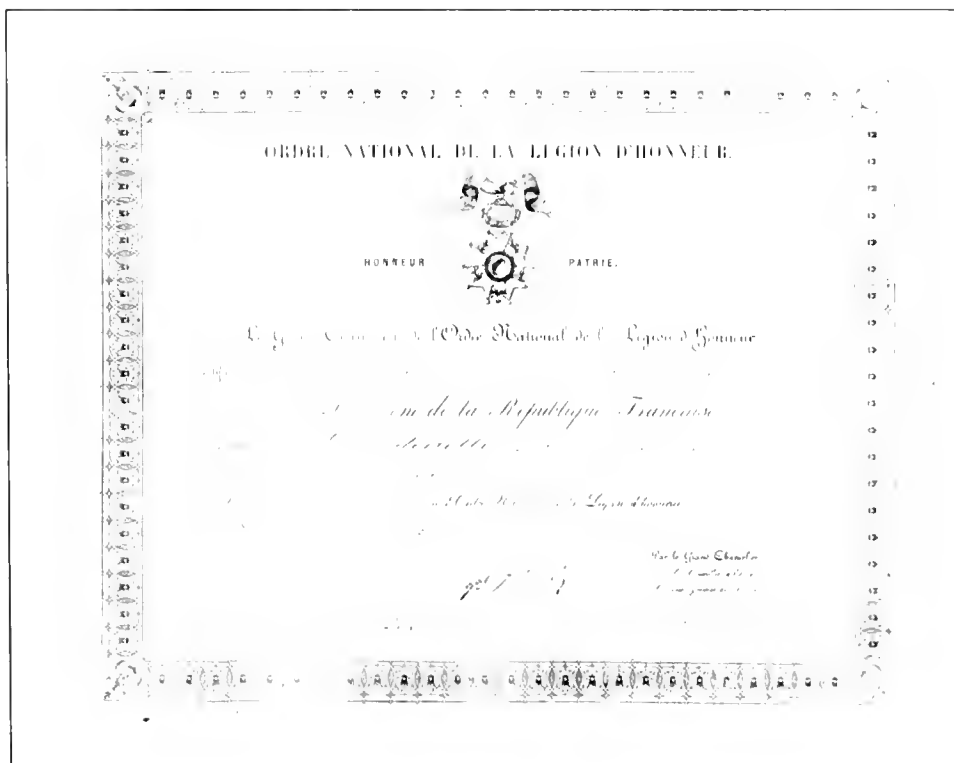
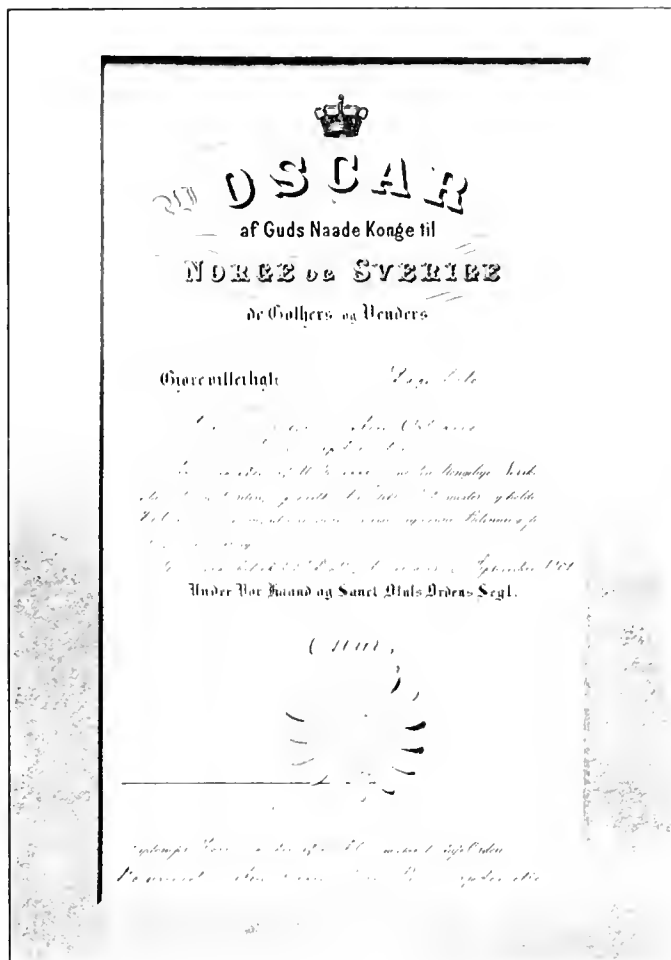




**PAUL CAPDEVIELLE**, born January 15, 1842, at New Orleans, La., was educated in the Jesuits College of his native city, graduating in 1861, immediately going into the service of the Confederacy, later graduating in law from the Tulane University, practiced law at New Orleans, giving up this practice later to devote his time to increasing business affairs, being President of the Merchants Insurance Company for some thirteen years. Was appointed member of State School Board in 1877, subsequently being appointed member of New Orleans Levee Board; elected Mayor of New Orleans in 1899, serving until 1904, when he was appointed Auditor of Public Accounts by Governor Blanchard, being elected to succeed himself in 1908 and again in 1912 and 1916, now serving his fourth term.

In 1902, was decorated by French Government with Cross of Legion of Honor, and in same year King Oscar of Sweden conferred on him another honor, seldom shown an American, being the Cross of Commander of the Order of Saint Olaf; also had conferred by United Daughters of Confederacy another Cross of Honor, and in 1904 the St. Louis University conferred on Mr. Capdevielle the degree of LL. D.; is a member of St. Vincent de Paul Society, of the Sodality of the Virgin, Knights of Columbus, Elks and other orders. Was married in 1878 to Miss Marie Emma Larue, and from this issue there are six children, as follows: Paul, Jr., Auguste, Yvonne, Christian, Edith and James.









**HAROLD, W. NEWMAN**, Commissioner of Public Safety of New Orleans, was born at New Orleans, La., October 2, 1872, and is a son of Morris W. and Rebecca (Weil) Newman; after receiving an education in the public and private schools of his native city, graduated from Tulane University with degree of A. B. and LL. B.

Following his graduation, entered into the practice of law, being thus engaged for twelve years, then becoming a member of the firm of M. W. Newman & Sons, investment brokers, New Orleans, La., and was elected in October of 1912 Commissioner of Public Safety, New Orleans, La., for four years; also served as First Vice-President of Safety First Federation of America.







**JOHN CHRISTIE BARR**, Presbyterian Minister, a son of Thomas and Grace (Pearce) Barr, was born in New Orleans, La., October 27, 1872; after attending for a brief period at a Parochial School in the Third Presbyterian Church, attended a private school at Port Eads, returning later and attending a private school conducted by Mrs. James I. Bard of New Orleans, following which attended McDonogh School No. 10 of New Orleans, then the Boys' High School, graduating as Valedictorian, class of '89, later attended Tulane University, graduating with degree of B. S., class of '93, and on receiving fellowship, took a post-graduate course, receiving the M. A. degree in 1895, subsequently graduating from Southwestern Presbyterian University with degree of B. D., later receiving honorary degree of D. D. from same school. Member of Pi Kappa Alpha Fraternity. The first call received by Dr. Barr came from St. Francis Street Presbyterian Church at Mobile, but declining that call, he came to New Orleans and served the Prytania Street Presbyterian Church. After serving Prytania Street Church for six months, was called to the Lafayette Presbyterian Church of New Orleans, of which church he still is pastor, having been ordained there on February 27, 1898. Has been instrumental in the organization of Presbyterian Churches at the following places in Louisiana: Gretna, Harvey, Westwego, Kentwood, Hammond, Paradise, Bowie, Ghens, Delta Farms, Lafitte, Kenner, Bunkie, Algiers, etc. He is also a member of the Board of Directors of Oglethorpe University, Atlanta, Ga.

Is the President of the Presbyterian Hospital of New Orleans. Is the author of an interesting pamphlet, published by the National Reform Association (of which he is a Vice-President) entitled "The Will of John McDonogh of New Orleans and the Public Schools of America." Was married to Miss Anna Mabry of Clarksville, Tennessee, February 5, 1901.





**CHARLES F. GELBKE.** Physician and Surgeon, a son of Louis C. and Mary (Lanier) Gelbke, was born October 11, 1878, at Tangipahoa, La., and after an education received in the public schools of Gretna and New Orleans and the Boy's High School, matriculated in medical course at Tulane University, class of '97, graduating in 1900 with degree of Doctor of Medicine.

Is a member of Louisiana State Board of Health, being on the Finance Committee, a member of the Louisiana Medical Society, American Medical Association and other medical societies; served as Coroner for a number of years and was the organizer and was the First President of Jefferson Educational Association, is President Orange Lands Company, and President Gretna Exchange & Savings Bank and interested in Loisel Model Farm Company. Belongs to the Benevolent Knights of America, is a member of the Druids, Lee Benevolent Association, and is a Mason.





**WILLIAM M. WREN**, was born February 28, 1868, at Galveston, Texas, educated in the public schools, after school at the age of thirteen, started in life as a water boy in the building and contracting business and worked and studied the various branches of building and construction work generally until, steadily advancing, as Superintendent, he built the Sewerage system at Chattanooga, Tenn., in 1887; after which as Superintendent of Construction he built the first and largest power tunnel of Niagara Falls; also as Superintendent, put in the main sewers of the city of Niagara; going then to Buffalo, N. Y., as Superintendent and building the largest grain elevator in that city, following which he went to Depew, N. Y., and superintended the building of the sewerage system of that city; after which, returning to New Orleans in 1896, was in charge of the brick work on the St. Louis Canal; having charge later of the concreting and pile-driving of the Third Street Canal of New Orleans; launching out for himself in 1899, contracted for the pile-driving and concrete work for the Nashville Avenue, Lower Line and Leonidas Streets, building also the foundation of most of the naval station buildings of New Orleans, starting then in the general contracting business, built five pumping stations for the Sewerage and Water Board of New Orleans, one of them being the first deep excavation, 33 feet, that had ever been done in the city of New Orleans. Built also the Valence Street wharf, the Kernigan wharf, Mandeville Street wharf, Press Street wharf, completed the Pauline Street wharf, reconstructed the Chalmette slips and closed the Hymelia crevasse; just now completed the Lower Line and Leonidas Streets canals.





**HARRY McEVOY BRENNAN**, Attorney, a son of Thomas Patrick and Mary Ellen Brennan, was born at Newport, Ky., October 9, 1882. A graduate from Christian Brothers College, class of '99, degree of A. B., and from Tulane Law School in 1902 with degree of LL. B., class of '02, degree of A. M. being conferred by Christian Brothers College in 1906. Admitted to practice in 1903 and handled claim of Conrad heirs, which caused friction between Archbishop of New Orleans and Mr. Brennan in 1906, being a controversy with the Catholic Church over funds of a certain religious institution of New Orleans. Entered St. Mary's University to review theology and to enter the Catholic Priesthood, but on account of unfriendly relations with ecclesiastical authorities Mr. Brennan was rejected and subsequently ex-communicated. His defense in this matter is contained in his book *DeGree*, which is now in course of compilation. Is a Woodman of the World, and belongs to the Ancient Order of Hibernians, Friendly Sons of St. Patrick of Shreveport and Knights and Ladies of Honor. Is a Democrat in politics and prominent candidate for Congress.







**L. LAZARO**, of Washington, La., Physician, Planter, Congressman, was born in St. Landry Parish, June 5, 1872; was educated in the schools of St. Landry Parish and St. Isadore's College, New Orleans; graduated in medicine in 1894, and has practiced medicine for 21 years; is a member of the St. Landry Parish Medical Society, Louisiana Medical Society, and the American Medical Society; served as a member and President of the St. Landry Parish School Board for four years; elected to the Louisiana State Senate in 1908 and 1912, both times without opposition; now serving his second term in Congress from the Seventh Congressional District of Louisiana, embracing the parishes of Acadia, Allen, Beauregard, Calcasieu, Cameron, Evangeline, Jefferson Davis and St. Landry; is a Democrat and takes an active interest in Congress in looking after the interests of his constituency. Married Miss Mary Curley at Washington, Louisiana, in 1895, from which issue there are four children; one boy, Ladislas, Jr., and three girls, Mary, Elaine and Heloise.





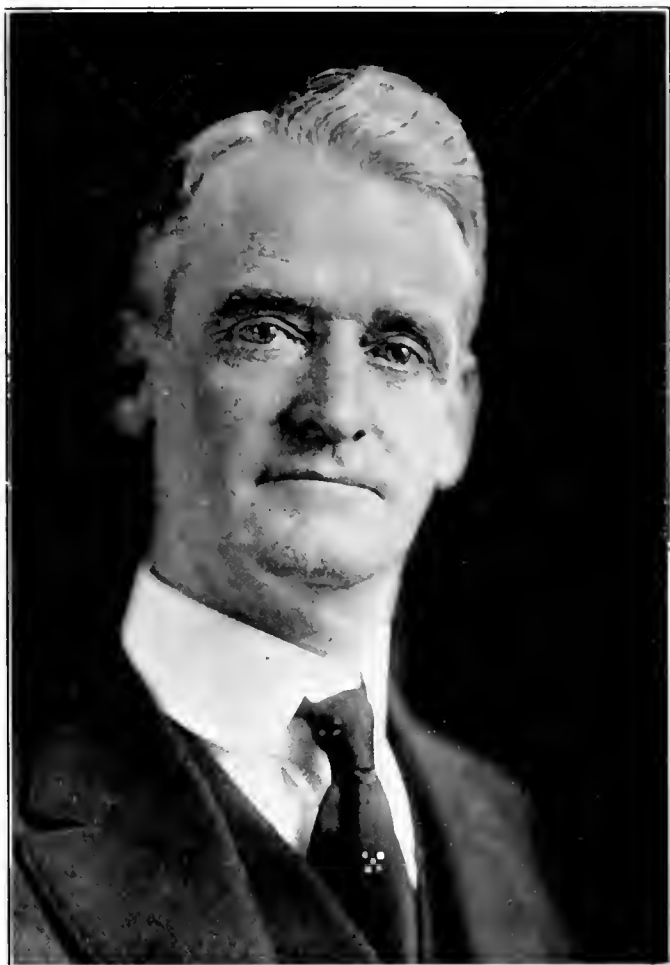
**RICHARD K. BONEY**, Farmer and Planter, son of Greene L. and Martha E. (Coker) Boney, was born October 19, 1858, at Madison Parish, La. Graduated from the V. M. I., 1878, educated in the law at the University of Virginia, he next graduated from the University of Louisiana, class of '80 and practiced law in St. Paul for four years, then removing to South Bend, Wash., being engaged in the practice at that point for six years, later removing to Spokane for two years, returning to Louisiana in 1898 to take charge of his father's and brothers' estates. Is a pioneer in the adoption of progressive methods in diversified farming, participated in organizing State agricultural associations and is now President Lespedeza Growers' Association. Is a member of the State Board of Education, Geographic Society, K. of P., B. P. O. E., and a Knight Templar and Scottish Rite Mason. Was married to Miss Rena B. Cox, April 27, 1896, and from this issue there are three children, two girls and a boy.





**CLARENCE CHERRINGTON HENSON**, Principal Isidore Newman Manual Training School, born in Jackson County, Ohio, January 8, 1875, a son of James K. and Agatha (Evans) Henson, was educated in the common schools of his native State, then at Ohio University, graduating from the class of '99 with degree of A. B.; graduate of Columbia University, class of '04 with degree of M. A. Is now directing the affairs of the Isidore Newman Manual Training School, New Orleans, La., with a membership of four hundred pupils. Is a member of Beta Theta Phi, and a Master Mason. Was married to Miss Blanche Nell Wilson August 23, 1905, at Portland, Oregon, and from this issue there is one child, Clarence, four years of age, born at New Orleans, November 24, 1911.





**WHITMELL P. MARTIN**, a son of Robert Campbell and Margaret (Littlejohn) Martin, was born in the Parish of Assumption August 12, 1867. After an education obtained in the public schools and under private tutors, he graduated from the Louisiana State University, class of 1888, with degree of B. S. Subsequently took a special course in sugar chemistry, and filled the position of Professor of Chemistry in the Kentucky Military Institute at Frankfort, Ky., later taking up the study of law at the University of Virginia and being admitted to the bar in 1891. After practicing his profession for a short time to Assumption, he moved to Thibodaux, which place has since been his home; was Superintendent of Public Education from 1894 to 1900; District Attorney from 1900 to 1907; elected Judge of the Twentieth Judicial District in 1907; was married to Miss Amy Williamson, of DeSoto Parish, in 1906, and four children were born to them—Amy, Whitmell Pugh, Jr. (who died at the age of 12 years, in May, 1914), Marshall Leigh, and Robert Campbell. In 1912 Judge Martin was alternate delegate to the Baltimore convention that nominated President Woodrow Wilson and was an ardent supporter of Wilson, but when the Underwood tariff bill, placing sugar on the free list, was passed, materially reducing the duty upon other products of Louisiana, believing that the Democratic Party had violated its traditions and platform pledges, and being of the opinion that a free-trade policy would prove ruinous to the interests of Louisiana, he left the Democratic Party and joined the Progressive Party. He was nominated by convention as the Progressive candidate for Congress and defeated his Democratic opponent by 1,426 votes, being the first non-Democratic Congressman to be sent from Louisiana in over 25 years.







**WILLIAM R. GILBERT**, Builder of Bungalows, born at Panora, Guthrie County, Iowa, September 1, 1863. Was associated with the Wabash Railroad in the construction of buildings and bridges for several years, was appointed Chief of Iron Bridge Construction for the M. K. & T. R. R., remaining with that Railroad until 1895, when he received promotion on offer of Superintendent of Colorado Midland Railroad, as Superintendent of Bridges and Buildings, being Superintendent of that Road until 1898; in the meantime became interested in bungalow building in California and Nevada, and in 1900 was elected Sheriff of El Paso County, Colorado, served on the staff of Governor James H. Peabody, with rank of Colonel, 1903-07; serving a full term and a year hold-over. Removed to California in 1903, building bungalows over California and Nevada for five years, going to Tennessee June 1, 1913. Since coming to New Orleans has built some sixty odd bungalows. Is a member of Blue Lodge Masons, Royal Arch, Knights Templar, Shrine and 32nd degree Mason. Married Miss Katherine Boyd of Memphis in December, 1906.



**ANDREW H. WILSON**, Judge of Juvenile Court of New Orleans, La., born January 8, 1857, at New Orleans, La. Graduated from High School of New Orleans, class of '75, and received his law training in offices of Merrick, Rice & Foster, in the meantime attending lectures in Law Department of Tulane University, and being admitted to practice before the Supreme Court of Louisiana in 1878.

After being in the practice for several years, was appointed a member of the Board of Education by Governor McEnery, being re-appointed a member under five consecutive Governors, being President of the Board from 1903 to 1908, and from the training had in this capacity, was selected as the logical man to preside over and direct the affairs of the Juvenile Court of New Orleans, established in 1908, being again re-elected in 1912 against three opponents and receiving the largest vote of any one candidate on the ticket in the election of 1912, and again overwhelmingly re-elected in 1916.





**WILLIAM SYDNOR PENICK**, born August 21, 1867; first engaging in business in Baltimore in 1887, later abandoned this business and came to Louisiana with his father, locating at Shreveport and taking up the study of law; subsequently became connected with the First National Bank of Shreveport where he resided until 1907, removing that year to New Orleans. Becoming associated with Mr. James P. Ford, under the firm name of Penick & Ford, wholesale dealers in sugar and products. In 1901, this business was incorporated under the name of Penick & Ford, Ltd., Mr. Penick becoming its President. This business has grown to be the largest of its kind in the United States.

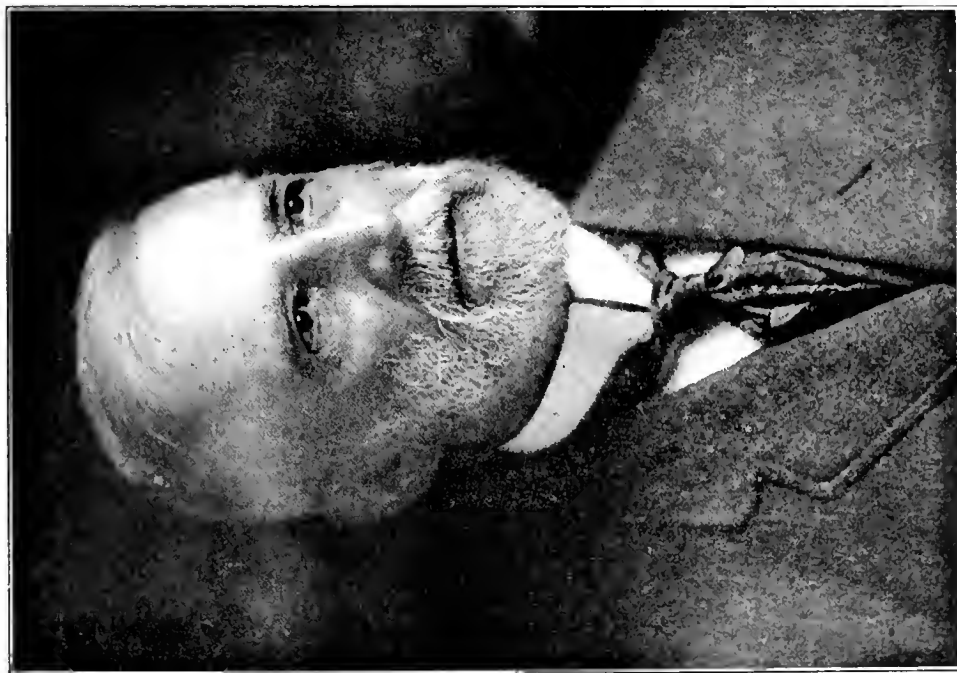
Is a Director of Association of Commerce, and Vice-Chairman New Orleans Traffic Bureau, in the formation of which he was very active. Also member of the Audubon Park Commission. A Director Whitney-Central National Bank of New Orleans, and Vice-President of the First National Bank of Shreveport.

In the social life of New Orleans, Mr. Penick belongs to the Audubon Golf, Boston and Country Clubs.



**JAMES POLK FORD**, born at Shreveport, La., April 29, 1871. After six years in the mercantile business, went to Vernon, Texas, engaging in real estate and insurance business subsequently returning to Shreveport where he resided until 1907, removing that year to New Orleans. Becoming associated with W. S. Penick in 1894, participated in the organization of Penick & Ford, Ltd., the firm being now recognized as one of the largest of its kind in the South. Was an active organizer of Louisiana Fair Association, served several years as Director of the Pan-American Life Insurance Company. Director N. O. Pacific Railroad, Y. & M. V. Railroad, Canal-Louisiana Bank & Trust Company. In the social life of New Orleans is a member of Boston, Audubon Golf, Pickwick, and Country Club, and the Delta Duck Club. Was married to Miss Mary Louise Penick in 1893, a daughter of the late Rev. Wm. S. Penick.





**ALFRED DILLINGHAM LAND**, Associate Justice of Supreme Court of Louisiana, a son of Thomas Thompson and Mary Eliza (Dillingham) Land, was born in Holms County, Miss., January 15, 1842, and after attending the local schools of Shreveport, spent two terms at Centenary College and two terms at the University of Virginia, afterward, graduating from law department of the University of Louisiana, now Tulane University. After serving four years in the cause of the Confederacy, resumed his law practice until elevated to the bench. Served on Constitutional Commission of 1893 and 1894, elected September, 1894, additional Judge of First Judicial District, being elected sole Judge of District in 1896 and re-elected in 1900. Was appointed Associate Justice Supreme Court by Governor Heard in October, 1903, being defeated for the Democratic nomination by Judge Luther E. Hall. Judge Land subsequently resigned to become candidate for Governor and in November, 1912, Judge Land was elected for a term of 12 years.



**P. JORDA KAHLE**, M. D., son of Herman and Nilda (Jorda) Kahle, was born at New Orleans, La., November 25, 1882, graduating from Tulane University at New Orleans with degree of B. S., class of '02, then graduated with degree of M. D., class of '05. While studying B. S., class of '02, then graduated with degree of M. D., class of '05. While studying medicine and during his first years of practice, taught in the department of Renner Laboratories at Tulane, doing a general practice at New Orleans for the first two years, and then after taking a special course at Rush Medical School, Chicago, and in genito-urinary surgery under Dr. Louis Schmidt at Alva Bros. Hospital, Chicago, since specializing in those diseases. During summer of 1906 held the post of Acting Assistant Surgeon U. S. Public Health & Marine Hospital at Puerto Cortez, Spanish Honduras, and is now assistant in surgery of the genito-urinary organs at Tulane. Is a member of the Orleans Parish Medical & Surgical Society, Louisiana State Medical Society, American Medical Association, American Society of Economists, is a member of the following college fraternities, Kappa Alpha, Alpha Kappa Kappa, Phi Beta Kappa, and belongs to Louisiana Club and to the Chess, Checkers and Whist Clubs. Is a Prophet and a Mason. Married Miss Amelia Chlapala in 1909 and from this union there is one son, Henry Richard; remarried Miss Amee B. Sandoz, April 24, 1915, at New Orleans, La.





**GEORGE BURTON JURGENS**, native of New Orleans, graduate Tulane University with degree of A. B., class of 1910, was for several years Superintendent of sugar plantation in Porto Rico, is Secretary-Treasurer of Finance & Realty Co., President Geo. B. Jurgens & Co., and Secretary-Treasurer Poydras Realty Co., and General Agent in Louisiana and Mississippi for Missouri State Life Insurance Co. In the social life of New Orleans is a member of the following clubs: Chess, Checkers and Whist, Southern Yacht, Pontchartrain Rowing Club and a number of Carnival Associations. Also served his native State for several years in the Home Guard as a member of 1st Cavalry Troop, L. S. N. G. Married Miss Emma Inaltrough of Houston, Texas.



**LOUIS KNOP**, Civil Sheriff, Parish of Orleans, born January 29, 1862, was educated in the public and private schools of his native city; elected to City Council of New Orleans April, 1895 to 1896; elected President of Seventh Ward Central Democratic Club, 1896 to 1900, elected member of Legislature 1900 to 1901, member Regular Democratic Parish Committee 1899 to 1908; elected in 1908 a member of State Central Committee, serving continuously to 1915, joined the old Volunteer Fire Department in 1880, and was an active member of the old Phoenix Company No. 8, being elected Foreman of that company in 1883, and held that office until the organization of the present paid department, and is now a member Board of Administrators of the Firemen's Charitable & Benevolent Association, being Vice-President for 25 years; President New Louisiana Benevolent Association, President Seventh Ward Social Club, Director Choctaw Club, member Atlantic Benevolent Association, Director Homeseekers Homestead Association, member of Elysian Camp No. 555, W. O. W., member N. O. Lodge No. 177, Loyal Order of Moose, New Orleans Herd No. 1, Benevolent Order of Butchers, and elected Civil Sheriff, Parish of Orleans, La., November 8, 1908, re-elected to same office in 1912.







**WILLIAM COTTER LOVEJOY**, born at Grantville, Ga., October 2, 1877. Was associated with the Bradstreet Company at Atlanta, Ga., being promoted Superintendent of the Birmingham office, and later transferred back to the Atlanta office of the same Agency; deciding to learn the iron business, left this Agency work to go to Birmingham to learn that business. Mr. Lovejoy afterwards went to Sydney, (C. B.) Nova Scotia, with the Dominion Iron & Steel Company, returning to Birmingham in 1902; later coming to New Orleans, La., in 1904, with the Fairbanks Company as credit man, then becoming associated with the New Orleans Credit Men's Association, accomplishing much good work in that Association in adjusting, improving and clarifying business conditions in the City and adjacent territory with reference to credits and developing the New Orleans Association to be one of the largest in the country in that respect. Then becoming connected with the Finance & Realty Company of Louisiana and is now with that Company as its Managing Director. Is a Rotarian and Secretary and Treasurer of the General Realty Company, engaged in developing suburban properties.



**LOUIS A. JUNG**, son of Alexander A. Jung, was born at St. Pierre, Island of Martinique, January 9, 1845, and starting the battle of life at the tender age of fourteen years as a clerk, by industry and perseverance and because of his executive ability, at 24 years of age was made Manager of the financial end of Leon Godchaux, being with that concern for twelve years, when he engaged in the coal business for himself, subsequently taking his sons into partnership, which partnership was later incorporated and L. A. Jung made President. This firm is now one of the best known coal concerns in the South.

In 1902 Mr. Jung relinquished the coal business to his two sons to become associated with the Texas Oil Co., and now holds the important trust of Vice-President of that concern. Married Miss Marie Azche Ledossi d'Hobcourt, of New Orleans in 1863, and from this marriage there are four children, as follows: Abroisine, now Mrs. Doyelle, J. C., Theodore and Rita, now Mrs. Samuel B. Stewart.





**RUDOLPH J. DERBES, Jr.**, Certified Public Accountant, born in New Orleans, La., January 29, 1870. After attending private schools, graduated from Jesuits' College in 1886, and began his business career with the Union National Bank, now theibernia Bank of New Orleans, leaving in 1897 to go with Kohn, Weil & Co., being associated with that Company sixteen years as an accountant and building up in the last several years a business of such a volume that he had to sever his connection with that Company and devote his entire time to present business, specializing as a factory cost expert, now has a business that extends all over the United States.



**FRED W. BOTT**, Manager Mergenthaler Linotype Co., New Orleans, La., born at Dubuque, Ia., February 21, 1859, started in life as a printer, covering several Western States, and became identified with the Mergenthaler Company as a salesman in 1902, being promoted later as Manager of the local office at New Orleans, removing to Louisiana in December, 1906.

Member of Press Club, Chess, Checkers and Whist Club, and several Carnival organizations; is a Mason, a Knight Templar, and Shriner, and member of Rotarian Club.





**RUDOLF S. HECHT**, Banker, born in Arrsbach, Germany, June 3, 1887, migrating to the United States to study banking conditions, became identified with the National Bank of the Republic, Chicago, subsequently becoming connected with the Commercial National of Chicago, and in 1900, becoming associated with the United Bank & Trust Co. of New Orleans, being elected Trust Officer in 1910 and made Vice-President in 1916. Is President Shamrock Land & Planting Co., Treasurer Brookhaven Gravel Co., Secretary Cummings-Moberly Cypress Co., and of Putnam & Norman, Ltd. and member of Bank Board, being Chairman Finance Committee. Is member and Ex-President Executive Committee, Tulane Society of Economic member of Executive Council, American Institute of Banking and Press Club of New Orleans. Was married June 5, 1911, to Miss Lynn Watkins, and from this marriage there is one daughter, Lynn Patton Hecht. Is regarded as an authority on banks and banking and is one of the foremost men of the Crescent City.



**BENJAMIN GIBSON WILBERT**, Physician and Surgeon, a son of Frederic and Helena (Lutz) Wilbert, was born in Plaquemine, La., December 21, 1884. After attending the St. John's Parochial School at Plaquemine, was educated in the Stanislaus College of Bay St. Louis, Miss., graduating with degree of M. A. in class of '02, subsequently taking the medical course at Tulane University, New Orleans, and graduating with degree of Doctor of Medicine, class of '06.

After finishing his medical course at Tulane University, Dr. Wilbert served two year at the Eye, Ear, Nose & Throat Hospital of New Orleans, and then had two years of practice as Assistant Surgeon at the same institution, following which he has had three years of practical work at the Presbyterian Hospital of New Orleans as a Specialist on Ear, Nose and Throat troubles. Is also in private practice and maintains offices in the Audubon Building, Room 532, New Orleans, La., and enjoys a large and lucrative practice.





**JAMES CLINTON WILLIS**, Surgeon, a graduate of Vanderbilt University, class of '87, and successful practitioner in his chosen profession, is a member of the Shreveport Medical Society, President Louisiana State Medical Society, member of American Medical Association and Fellow of American College of Surgeons, Surgeon Schumpert Memorial Hospital, Shreveport, Division Surgeon Q & C, R. R., a Master Mason, an Elk and K. of P. and charter member of the Golf and Country Clubs of Shreveport 1st Lieutenant Medical Reserve Corps of U. S. Army. Also member of Army and Navy Club of Washington, D. C., and a Steward of the Methodist Church. Married Miss Mathe Taylor in 1888 and from this union there are eight children.



**CHARLES E. WERMUTH**, Certified Public Accountant, born August 1, 1859, at Berns, Switzerland. Migrating to the United States, was one of the first to engage in the profession of public auditing in Louisiana, being largely responsible for the passage of Act 125 of 1898, regulating the practice of public accountants, and in the course of his practice in Louisiana, Tennessee, Texas, Mississippi and Arkansas, has examined every kind of business organization and institution in these various cities, maintaining offices at London, England, New York City and Jackson, Miss. Prior to engaging in the business of public accountant, Mr. Wermuth was for many years Auditor of the Southern Pacific R. R., with headquarters at New Orleans. Is a member of Chess, Checkers and Whist, Southern Yacht and Young Men's Gymnastic Clubs, and Chairman Louisiana State Board of Accountants, President Finance & Realty Company of New Orleans, Secretary Cosmopolitan Hotel Company and member Board of Directors A. M. & J. Schurr.







**JUSTIN FRANCIS DENECHAUD**, Secretary Immigration Division Louisiana State Board of Agriculture and Immigration, born June 23, 1863, was educated in the public schools of New Orleans and a graduate of Soule's Business College. Engaged in the business practically all his life and founded Company which built and operated the New Hotel Denechaud, now known as Hotel DeSoto. Operated for many years the Hotel now known as The Inn; also associated with his father in the management of West End Hotel, and managed Krantz Hotel at Grand Isle. Was appointed Secretary Immigration Division Louisiana State Board of Agriculture and Immigration in 1911, and in this capacity has done much towards bringing capital and settlers to his native State. Was lately appointed one of the members of Advisory Board of twelve named by the conference called by Secretary Wilson of the Department of Labor for the purpose of solving the problem of unemployed labor. Elected State Senator 1896; and was the author of the resolution that caused the Legislature to direct the Attorney General to file suit to revive charter of New Orleans Water Works Company, which resulted in the city of New Orleans being able to construct its own water works plant without regard to the franchise rights of the water works monopoly.



**ETHELRED MACAULEY STAFFORD**, Attorney, born in New Orleans, La., July 13, 1875, educated in the common schools of his native Parish and attended Tulane Law School; after leaving school was connected for seven years with the Southern Pacific Railway Company; enlisted as volunteer in Louisiana Light Artillery in Spanish-American War, and after that war, while Captain of Company "K", First Louisiana Infantry, was in charge of that Company in quelling a near race-riot between whites and blacks when five police officers were murdered by the negro Desperado, Charles, in 1900; for this service received special recognition at the hands of General Glynn, Commander of Louisiana militia. Was appointed Notary Public in 1899, elected to State Senate in 1908, chosen Fire Commissioner in 1909 and re-elected State Senator in 1912. Member of Chess, Checkers and Whist Clubs of New Orleans, member of Woodmen of the World, Order of Moose, Jerusalem Temple Mystic Order of Shriners and Consistory, Jefferson Lodge, A. F. & M., Secretary Ozone Spring Water Company, Director in Title & Mortgage Guaranty Co., and of Crescent Building & Homestead Association. Married Miss Eugenia A. Tebault of New Orleans November 25, 1900.





LIEUTENANT-COLONEL THOMAS J. LEWIS, U. S. Army, retired, born New Orleans, La., a son of General Jno. L. and Henrietta (Bahr) Lewis, who was Mayor of New Orleans in 1854, was educated in the public schools of his native city, in the Louisiana State University at Baton Rouge, received appointment at West Point at the hands of Congressman Randall L. Gibson, 1875; was graduated from West Point, June 13, 1879, and promoted from a cadet to a Second Lieutenant in the Second Cavalry; his military record from that date being one of successive promotions and is as follows: Served on frontier duty at Ft. Custer, Mon., and in the field, Oct. 21, 1879 to May 24, 1881; Ft. Walla Walla, Wash., and in the field, to Aug. 12, 1886; and Boise Barracks, Ida.

(Continued on page 62)





**JOSE R. CABRERA**, Cuban Consul to the United States, was born at Havana, Cuba, March 24, 1861, and after leaving the preparatory schools of his native city, graduated from the University of Havana with degree of B. A. and B. L. Receiving his training for the diplomatic corps first in looking after the interests of the Argentine Republic in Havana (1889-1902). Senor Cabrera represented also the Brazilian Government at Havana from 1891 to 1902, and had further honors showered upon him in his selection as Consul to the United States for the Cuban Government, with headquarters at New Orleans. In the social life, Mr. Cabrera is a member of the Yacht Club and Country Club of Havana and a member of the Surf Club of New Orleans. Married Miss Francis Baker of Trinidad, Cuba, August 25, 1892, and from this marriage there are four children, Anna Louise, Ophelia, Mary and Joseph. Is a scholarly gentleman and man of affairs and is well equipped to look after the affairs of his native country in the United States.

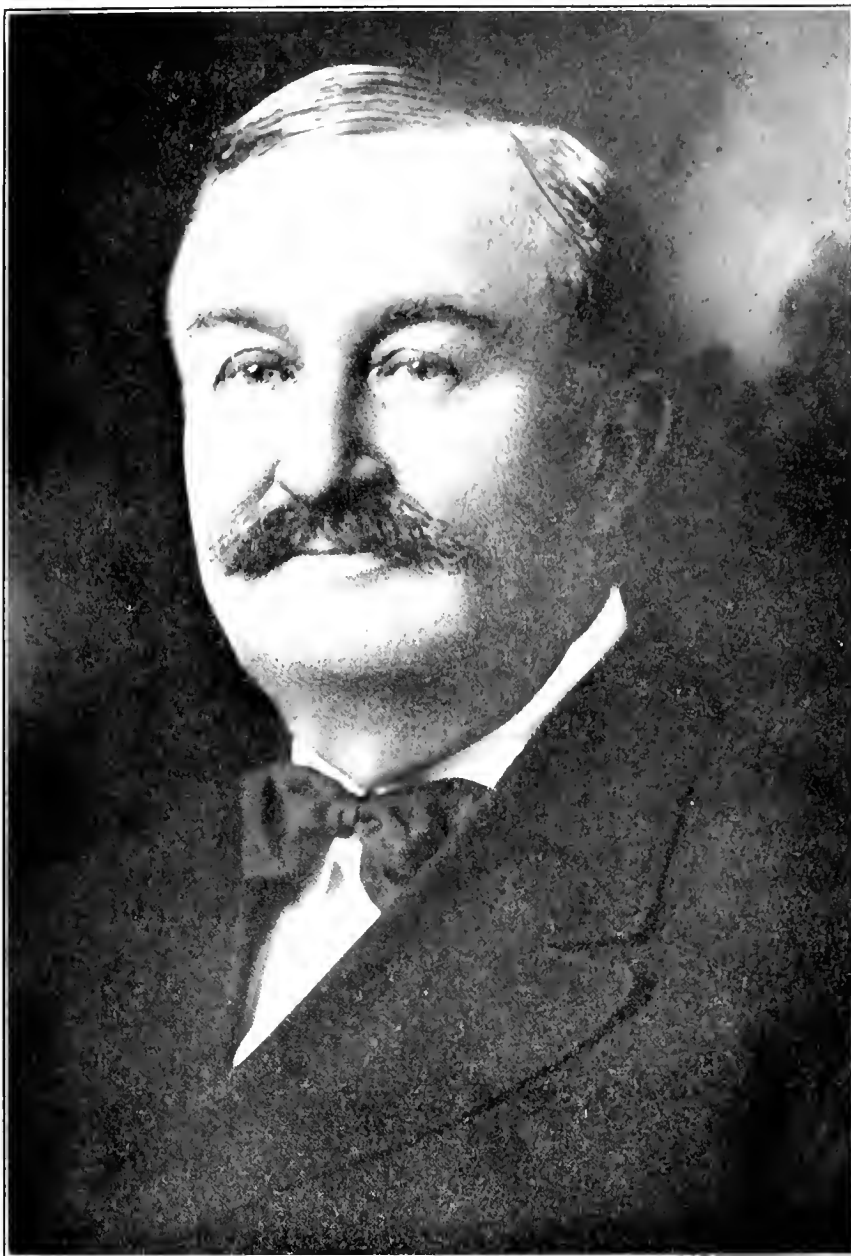




**THOMAS ROLAND HUGHES**, son of W. B. and Ida (Jordan) Hughes, was born at Shreveport, La., January 4, 1878, and was educated in the public schools of his native city and at Spencer's Business College of New Orleans, and immediately after leaving school entered into the employment of A. J. Ingersoll & Co. For the past twenty years, an enthusiastic Democrat and always working indefatigably in the cause of Democracy, Mr. Hughes was elected January 25, 1916, to the important office of Sheriff of Caddo Parish. In the fraternal world is a member of the following lodges: Caddo Lodge No. 179, A. F. & A. M.; Shreveport Consistory; El-Karubah Temple, Shreveport Lodge No. 122; B. P. O. E.; Caddo Lodge No. 147 K. of P.; Broad Ax Camp 16 W. O. W.; Moose Lodge No. 591 L. O. O. M.; Shreveport Leidekarantz. Was married to Miss Millie A. Pruitt, November 28, 1899, and from this marriage there is one child, Fay Thomas Hughes, born August 7, 1901.







**JOHN LEWIS DANTZLER**, born in Mobile, Ala., January 21st, 1860, is the son of L. N. Dantzler and Eran (Griffin) Dantzler, was educated in the public schools of Moss Point, Miss., graduate of Vanderbilt University, Class '80, graduate of Law Department of University of Mississippi, Class of '83, and was Valedictorian of the class of that year, after which, to get certain practical experience, worked for twelve months in the office of the Clerk of Chancery Court at Moss Point, Miss., entering the practice of law at Moss Point in partnership with Thomas S. Ford, under firm name of Ford and Dantzler, which partnership existed for three years, then entering into the lumber business with L. N. Dantzler, his father, of the L. N. Dantzler Lumber Company, being Secretary of that Company to date, a period extending over twenty-five years, living in Moss Point until 1912, when he removed to New Orleans.

In the social life of New Orleans, Mr. Dantzler is a member of the following clubs: Boston, Pickwick, Louisiana, Country Club, Motor League, Yacht Club, Phi Delta Theta Fraternity; is a Mason and Odd Fellow; President of the Standard Export Lumber Company, New Orleans; President Southern Paper Company, Moss Point, Miss.; President Griffin Land Company, Moss Point, Miss.; President Ten Mile Lumber Company, Ten Mile, Miss.; President Native Lumber Company, Howison, Miss.; President VanCleave Lumber Company, Moss Point, Miss., and President Pascagoula-Moss Point Northern Railroad Company; Vice-Pres. Jordan River Lumber Company, Kiln, Miss.; Vice-Pres. Pascagoula Towing Company, Pascagoula, Miss.; Vice-Pres. Union Lumber Company, New Orleans, and Vice-Pres. Moss Point Fertilizer Company, Moss Point, Miss.; Director Forest Products Company, New Orleans; Director New Amsterdam Casualty Company, and Director Bond Lumber Company, Bond, Miss.

Married in May of 1893 to Miss Nan Mayers, at Brandon, Miss., and from this issue there are two children, Eran and Alonzo Mayers Dantzler.





**CLARENCE ADOLPH BURGHEIM**, Physician, Surgeon, Nicaraguan Consul, a son of Jacob and Henrietta Burgheim, was born at Columbus, Texas, June 1, 1880, and after attending the public and high schools of Texas and preparatory schools, attended the University of Texas, 1900-01; following which he spent twelve years in Nicaragua, afterwards returning to the States, and taking a course at Tulane University, medical department, during the years 1912-13-14-15, graduating and receiving diploma as a Doctor of Medicine on June 2, 1915.

Serving first his native State as a private in the Emmett Rifles, Texas National Guard, 1897-98, subsequently saw service as Hospital Steward in U. S. Army 1899-1900, with Col. Wm. C. Gorgas, Chief Surgeon Division of Cuba, then in Havana, Surgeon in San Pablo Hospital, Bluefields, Nicaragua, 1907-08. Surgeon with rank of Colonel in Nicaraguan Army, 1909-10-11.

Is a member of the Academy of Science of New Orleans, Louisiana, National Geographic Society, and of Kappa Psi Fraternity, Pi Chapter, a Mason and member of Round Table Club of New Orleans and of Louisiana Historical Society.

Was married July 2, 1911, at Granada, Nicaragua, to Miss Carmen Charmorro B., a daughter of Secretary of State of Nicaragua.





**JAMES LONG WRIGHT**, President Bankers Loan & Securities Company, was born at Sherman, Texas, January 9, 1882, and after an education in the public schools of Fort Worth, including commercial and business courses, began the battle of life as an office boy in the Land Mortgage Bank of Texas, moved to Louisiana sixteen years ago, rising rapidly from stenographer and bookkeeper to Manager of People's Independent Rice Milling Company, Crowley, La., later serving as Secretary and Manager American Rice Brokerage Company, of Crowley, was afterward Secretary World's Panama Exposition Company, and Secretary-Treasurer Pan-American Life Insurance Company from 1911 to 1916.

Mr. Wright was disbursing officer on the staffs of Governor Blanchard and Governor Sanders and was quartermaster-general on the staff of Governor Hall. Is President of Federal Fruit & Cold Storage Company, and First Vice-President Reliance Homestead Association, and in the social life of New Orleans is a member of the following clubs: Chess, Checkers and Whist, Pickwick, Country and Audubon Golf Clubs. Is a 32nd degree Scottish Rite Mason, Knight's Templar and Shriner, and one of the solid business men of the Crescent City.





**JOHN W. SCHORR**, Millionaire Brewer, of Memphis, Tenn., who has become famous throughout the country for his string of thoroughbred horses, that have won for him some of the best purses at all the principal race meetings held in recent years. As long as such men as this gentleman interest themselves in racing, just so long will the racing game flourish.



**JAMES WALLACE ALEXANDER**, born in Mecklenburg County, Virginia, April 20, 1862, prominently identified with the business interests of Alexandria, and engaged in the insurance field for some twenty-six years, is a Director in the First National and City Savings Bank of Alexandria, Vice-President of New Orleans Underwriters Agency, and President, Alexander, Ralston & Lewis Insurance Agency. Has served the city of Alexandria as a Councilman for several years and the State as a member of the Legislature for a number of years; served also as a member of the Railroad Appraisers Commission. In the social life of Louisiana is a member of the Chess, Checkers and Whist Club of New Orleans and President Rapides Club of Alexandria. In the fraternal world is a Shriner, an Elk and 32nd degree Mason. Is a live wire and man of affairs and held in high esteem throughout the State. Is prominently mentioned as the next Speaker of the House and will doubtless preside over that important body. Married Miss Cora Luckett of Rapides Parish, December 31, 1898, and from this marriage there are two children, Angeline and Win. L. Alexander.







**LEON C. WEISS, B. E., M. E., A.I.A.,** 621 Maison Blanche Building, born at Farmersville, Union Parish, La., December 19, 1882, graduated in mechanical electrical engineering from Tulane University with degree of B. E. in 1903, and degree of M. E. in 1905, teaching in the Department of Technology at the University in the years 1904-05. Following which he became member of firm of Keenan & Weiss, architects, for seven years, but since 1912 has followed his profession under his own name alone.

Designed many of the most modern structures that have been erected in the State, among them the Jewish Synagogue at Alexandria, the Elks Home at Clarkdale, Miss., and at Vicksburg; the Hancock County Court House at Bay St. Louis, Miss.; the Mexican Gulf Hotel at Pass Christian, Miss.; the Fern, Alexandria; Arcadia and Washington apartment houses at New Orleans and any number of the handsomest and most commodious homes in New Orleans, in addition to various mercantile buildings, warehouses and factory buildings. Mr. Weiss is a member of Tulane College Alumni Association, Alumni Association of the Tulane University of Louisiana, and of the New Orleans Association of Commerce, Louisiana Chapter American Institute of Architects, a member of the national body of the American Institute of Architects and belongs to the Benevolent and Protective Order of Elks.



**WILLIAM B. THOMPSON,** born September 17, 1865, at Kosciusko, Miss.; after being educated in the private schools of New Orleans, he entered, as a student, the University of the South at Sewanee, Tenn., subsequently taking a post graduate course at John Hopkins University under Professor Herbert B. Adams in history and politics, then graduating with degree of LL. B. from Columbia College, N. Y., class of '89.

Practiced law for several years at Dallas, Texas, leaving there to take charge of the affairs of his father, who died in New Orleans in 1896. Choosing between the two masters, Mr. Thompson abandoned the law and continued in the cotton business so long established by his father and has continued in that business until the present time. Has been honored four times with election to presidency of the New Orleans Cotton Exchange, declining re-election in 1911, and for several years was the executive head of the Public Belt Rail-

(Continued on page 621)





**SENATOR JOSEPH EUGENE RANDELL**, a son of John H. and Amanda (Terrell) Ransdell, was born in Alexandria, Louisiana, October 7, 1858, and after an early education received in the private schools of Alexandria, graduated from Union College, Schenectady, New York in 1882, that institution closing him memory of his graduation and conferring upon him the degree of LL. D. on the twenty-fifth anniversary of his graduation in June, 1907. 1907. 1883. Adopting the law as his chosen profession, he was admitted to practice in June, 1883, being promptly elected District Attorney by the voters of the Eighth Judicial Circuit, and serving his people in that capacity for twelve years. Served also for three years as a member of the Fifth Louisiana Levee Board, and represented East Carroll Parish in the State Constitutional Convention of 1908. As a reward for his services to the party and to a satisfied constituency, was elected a member of the fifty-sixth Congress of the United States in November, 1899, serving continuously until the close of the sixty-second Congress, March 4th, 1913; and has rendered valuable services to his native State and the entire Nation as Pres-

(Continued on page 62)



**ANDREW BRADFORD BOOTH**, Commissioner of Louisiana Military Records, successful real estate and insurance man, member of committee on Legislation Sovereign Camp Woodmen of the World, Past Head Consul Louisiana Woodmen of the World, Past Master of Masons, Past Chancellor Knights of Pythias, member Louisiana Historical Society, Vice-President Kentucky Society of Louisiana, and Commander of the Louisiana Division of the United Confederate Veterans, was born in Scott County, Ky., May 4, 1844. Educated in public and private schools in Baton Rouge, La., where his family settled in 1848, when seventeen entered the Confederate Army, 1861, served in Co. K, third, and Co. H, twenty-second (Consolidated) Infantry until May, 1865. Founded and named Hope Villa, La., 1870, where he was successful merchant and Notary Public, and during reconstruction was Captain State Militia, and Knights of White Camellia, contending for white supremacy. Moved to New Orleans, 1886, where he has been active in civic and political affairs. Major and Military Store Keeper, 1908-12, during great overflow the latter year, had charge of and

(Continued on page 62)





**MAURICE PICHELOUP**, Superintendent House of Detention, New Orleans, a son of Louis and Odina (Pussignat) Picheloup, was born June 30, 1868, at New Orleans, La. Received his educational training in the public schools of New Orleans. Is a member of the Metairie Benevolent Association, an Elk, and belongs to the Choctaw Club. Is a Democrat and has always been active in the service of his party and was appointed Superintendent of the House of Detention January 1, 1905, and has held that position continuously to date.

Was married to Miss Madeline Major, January 1887, now deceased, and from this union there are three children, Viola, Clio and Maurice, Jr.; remarried March 4, 1905, Miss Marguerite Mutschler, and from this union there is one son, Louis Picheloup.



**GINDER ABBOTT**, born December 29, 1877, at New Orleans, La.; educated at Southern Presbyterian University; began life as a salesman for Jackson Cycle Co.; later traveling for the Boston Woven Hose & Rubber Co.; organized Abbott Cycle Company in 1898 and Abbott Automobile Company in 1907; appointed a member of Public Belt Railroad Commission in 1910 and Chairman of Finance Committee Public Belt Railroad Commission in 1912; elected Director in Association of Commerce in 1914, being named Chairman of the Publicity Department of the Association, becoming automatically honorary Vice-President of that Association in 1915. Is a charter member and President New Orleans Automobile Dealers Trade Association 1912 to 1914; member Tulane Society of Economics, the S. Checkers and Whist Club; Motor League of Louisiana, and of Louisiana State Good Road Association.





**COL. JOHN POUNCEY MAYO**, Commissioner of Immigration, born March 10, 1860, at Columbus, Miss.; at the age of fifteen years, entered the drug business, being a druggist for some thirty-nine years, coming to the U. S. Immigration Station at Algiers, November, 1914, as Commissioner of Immigration at that point. Served his native State of Mississippi nine years as enlisted man, then as First Lieutenant in Co. C, Mississippi National Guard, as Major of Second Mississippi Regiment, U. S. Volunteer Infantry in the Spanish-American war, was Lieutenant Colonel on the staff of Major-General Miss. N. G., was Assistant Adjutant General, then Paymaster-General, with continued service record of 36 years. Is a Past Master Mason, Past Chancellor-Commander K. of P., a member I. O. O. F., an Elder in the First Presbyterian Church of New Orleans and a member of Puckwick and Press Clubs of New Orleans; married Miss Virginia Pickens Ayres October 25, 1882, at Columbus, Miss., and from this issue there are two children, Claud Banks and Thomas Franklin Mayo.



**SIGMUND ODENHEIMER**, President Lone Cotton Mills, a son of Seligman and Mina (Reinhardt) Odenheimer, was born in Baden, Germany and after a common school education in the native country, finished his training for the business of life at the Polytechnic University of Karlsruhe, Germany, immigrating to the United States in the year 1881, locating first at Tuscaloosa, Alabama, as Manager of the Tuscaloosa Cotton Mills, and after being four years, he went to Natchez, Miss., in the same line of business, then coming to New Orleans to take charge of the Lone Cotton Mills, of which he is now President. Served as a member of the Board of Health for several years, is a member of the Harmony Club and of the German Association. Was married, in 1895, to Miss Pauline Freyhan, of New Orleans, and from this issue there are three bright children, Marian, Alice and a boy, Freyhan.

Is an important factor in the cotton mill business of the South and recognized among the manufacturers as a live wire in his business.







**CHARLES A. STAIR**, General Manager Cumberland Telephone and Telegraph Company, born Knoxville, Tenn., June 19, 1879, after an education in the public and high schools of his native State, became identified with the Cumberland Company at an early age and has been continuously in the service of that Company since December 1, 1893, and by his knowledge of the business and an innate executive ability has been promoted again and again until he is now General Manager of the Cumberland Company, with headquarters at New Orleans. In the social life of the Crescent City, Mr. Stair is a member of the Chess, Checkers and Whist Club, the Country Club, Southern Yacht and Press Clubs of New Orleans. Married Miss Eva Manogue of Memphis, on December 7, 1910, and from this marriage there is one child, Marjory. Is recognized as a public-spirited man of affairs and the right man in the right place.



**MAJOR PETER G. WILBERT**, Lumberman, born June 13, 1858, at Plaquemine and was educated by private tutors of his native Parish. Held in high esteem by those who knew him best, was chosen Mayor of Plaquemine, and re-elected for a second term. Was a member of the City Council for fourteen years prior to his election as Mayor of his native city. Has been in the saw mill business since 1867 and is Vice-President of A. Wilbert Sons, Lumber & Shingle Company and of Myrtle Grove Planting Company. Married Miss Ophelia LeBlanc of Plaquemine May 7, 1886, and from this issue there are two children, twins, Peter Wilbert, Jr., and Philip.

Mr. Wilbert was re-elected Mayor of Plaquemine on January 25, for a third term and under his wise and able administration the City of Plaquemine has made and will continue to make wonderful progress. It is one of the most up to date towns, for its size, in the State of Louisiana and is rapidly growing.





**GUSTAV GROSSMANN**, Ph. D., born Scranton, Penn., September 1, 1874, was educated in the private schools of Paris, France, and graduated in 1895 from the Royal School of Mines, Freiberg, Saxony. Subsequently graduating in 1899 from the University of Heidelberg with degree of Doctor of Philosophy and becoming Doctor of Chemistry. Dr. Grossmann specializes in the investigation of undeveloped oil lands and mining properties and has travelled extensively in all parts of the world in his investigation of new oil and mining fields. Is a member of Institution of Mining and Metallurgy, London, England, and of the German and French Society of Chemists. In his particular line of work Dr. Grossmann has covered Wyoming, Oklahoma, California and Pennsylvania in the United States, Southern Alberta, Canada, Northern British Columbia and Alaska, China and the Argentine Republic, the Philippine Islands, Northern Borneo, Rumania, Gallia, and in Siberia, Russia. He was employed by the Pearson syndicate of London, in oil investigations in Borneo and Mexico, and has examined and reported for the Italian Government on all sulphur deposits of Sicily, etc.



**ISAAC MONROE CLINE**, born near Madisonville, Tennessee, October 15, 1861, son of Jacob Leander and Mary Isabel (Wilson) Cline. Connected with the U. S. Weather Service since July 7, 1882. Observer, Little Rock, Ark., and Abilene, Texas, 1883 to 1889. Transferred to Galveston in 1889 and organized the Texas Weather Service, later Texas Section, Climatological Service, U. S. Weather Bureau and had charge of that service until 1901. Put in special meteorological stations for the United States Weather Bureau on the Yucatan coast in 1898 during the Spanish-American war and at the same time visited Mexico City and arranged for an exchange of meteorological reports between the Mexican Weather Service and the U. S. Weather Bureau. Was instructor in medical climatology in the Medical Department of the University of Texas, 1896 to 1901. Was appointed forecaster for the west Gulf district when it was organized and transferred to New Orleans August 7, 1901. Has the college degrees A. B., A. M., M. D., and Ph. D., and when working along related lines held active membership in the following organizations: Texas State Medical Association, American

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**JOSEPH A. O'HARA**, Coroner of the City of New Orleans, a son of Joseph and Anna G. (Norris) was born January 25th, 1869, in the City of New Orleans, La.

After being educated in the public and private schools of the native city, attended Jesuit College of New Orleans, subsequently taking a course in medicine in Tulane University of New Orleans, La., class of 1900; subsequently taking a course in Neurology at Harvard.

Immediately after his graduation at the Tulane University Dr. O'Hara became associated with J. C. Stendel as a pharmacist, being there some four years, and leaving to engage in a general drug store business in New Orleans.

Served his native State as a member of the Louisiana State National Guard, was a member of the Southern Athletic Club during the life of that organization; is a member of Knights of Columbus and of Benevolent and Protective Order of Elks.

Was elected Coroner of the City of New Orleans, La., in 1902, making such a satisfactory public official that he has been continuously re-elected to that office ever since.



**G. V. W. LYMAN**, Certified Public Accountant, a son of William R. and Mary Adelia (Campbell) Lyman, was born at New Orleans, La. November 30, 1873. Beginning his business career with the C. C. C. & St. L. R. R. at Cincinnati, subsequently became associated with Hard & Rand at New Orleans, in 1896, leaving that Company in 1898, to become a member of the firm of W. R. Lyman & Co., and afterwards was Retail Hardware three years for Cluett, Peabody & Co., then engaging in the wholesale and retail hardware business, and for four years was with the Charles E. Cormier Rice Co., and from that time has been in public practice as a certified public accountant and has a large clientele at New Orleans as a member of the firm of Lyman & Treadwell. Is a member of the Louisiana State Board of Accountants and President of the Board of Commissioners of Prisons and Asylums; member of American Association of Public Accountants and of the Society of Louisiana Certified Public Accountants. Is also a member of Louisiana Lodge No. 102, F. A. M., and Orleans Delta Chapter No. 1, F. A. M., and of the New Orleans Association of Commerce and the Prison Reform Commission of Louisiana. Married Miss Adelaide Harris June 22, 1898, and from this issue there are three children, being Isabel McCown, Guy and Harris Lyman.





**HON. ALBERT ESTOPINAL, M. C.,** is one of the history-makers of the State of Louisiana, and is a son of Joseph and Felicie (Gonzales) Estopinal, and was born in St. Bernard Parish on January 30, 1815.

Serving in the Confederacy with distinction, and returning to his native State after the war, he was elected first Sheriff of St. Bernard Parish in 1872, re-elected in 1874, and was later elected a member of the lower house of the State Legislature in 1876, being returned in 1878, and was subsequently chosen a member of the Constitutional Convention. Elected to the State Senate in 1880, and serving in that capacity for twenty years, he had further honors showered upon him in his election as Lieutenant-Governor of the State and was subsequently sent to the lower House of Congress to look after the interests of a loyal constituency. Is the proud father of nine stalwart sons, all of whom are prominently identified with the affairs of their native State, and give promise of being "like father, like son."



**SAMUEL WOLF,** a leading attorney of the Crescent City. Mr. Wolf was born at Shreveport, La., February 22, 1868, and is a son of Abraham and Marian (Shorn) Wolf. After a limited education obtained in the Crockett Street Public School and the private school of Daniel Donovan of his native city leaving school at thirteen years of age to earn his way in the world, Mr. Wolf engaged in commercial pursuits and perfected himself in export accounting, following that profession until he entered the Law Department of Tulane University in 1904-1905, and was admitted to the practice before the Supreme Court of Louisiana in January, 1906. Is a member of the American Bar Association, Louisiana Bar Association, Commercial Law League of America, and is held in high esteem by the bench and bar of the State of Louisiana. Mr. Wolf was married October 11, 1907, to Miss Fannie Mayer of New Orleans. He is a Past Master of Jefferson Lodge No. 191, F. & A. M. and a member of Orleans-Indra Chapter No. 1, R. A. M., Louisiana Council No. 2, R. & S. M., Knight Commander of the Court of Honor of the Grand Consistory of Louisiana, Ancient and Accepted

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**ERNEST A. WHITE**, Veterinary Surgeon, born at New Orleans, La., January 14, 1875; graduating from the University of Pennsylvania, class of '97, immediately began the practice of his chosen profession at New Orleans, and since the first year of his practice, 1897, has built up a large and lucrative practice in New Orleans.

Dr. White is a Mason, Shriner and an Elk, and belongs to the Young Men's Gymnastic Club, and is regarded as one of the foremost men in his profession at New Orleans, La.



**WILLIAM F. ROY**, Editor, born in St. Bernard Parish, October 10, 1879, graduated from the New Orleans Jesuits College with degree of A. B., class of '88, appointed Notary Public in 1905, established January 11, 1899 and has since been continually editor and publisher of St. Bernard Voice-President Louisiana State Press Association, 1913, member Catholic Knights of America, W. O. W., B. P. O. E., and has served his native State for two terms in the Legislature, session of 1908 and re-elected in 1912.



**HUGUES JULES de la VERGNE**, Lawyer, Soldier, Newspaperman, born New Orleans, La., July 1, 1867; graduate Jesuit College class 1885 with degree of B. A., and in 1887 his Alma Mater conferred degree of A. M. and in 1893 degree of Ph. B. Graduate of Tulane Law School, degree of LL. B., 1893. Appointed aide-de-camp with rank of Major on staff of Governor Blanchard July, 1904, promoted to Lieut.-Colonel March 12, 1905, commissioned Colonel and aide-de-camp on staff of Gov. L. E. Hall March 10, 1916; member of Boston, Stratford and Gymnastic Clubs, also member of Y. M. C. A. Owner and proprietor of New Orleans Bee.



**WM. W. HEARD**, Assistant U. S. Treasurer, New Orleans, has given much of his time and labor to his native State, serving as Deputy Clerk of Union Parish Court for 15 years, was elected Representative, later elected to the State Senate, and was subsequently chosen State Auditor, elected Governor of Louisiana in 1909, and appointed Assistant Treasurer by President Wilson in March, 1915. Was Vice-President State National Bank, an active churchman and Vice-President Southern Baptist Convention, President Baptist State Convention and Vice-President for Louisiana for Jefferson Monument Association.

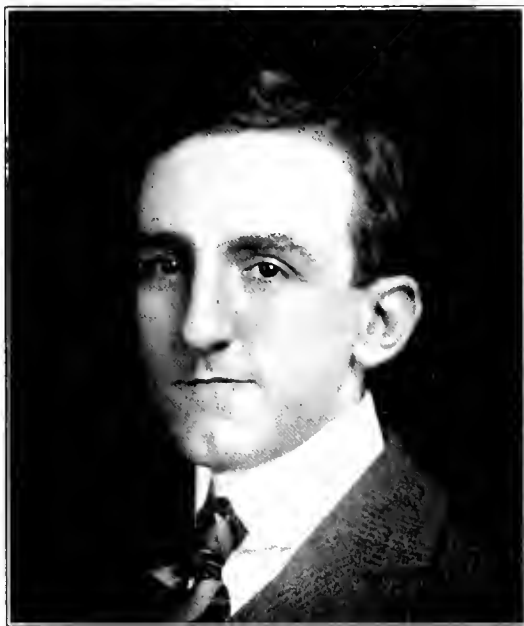




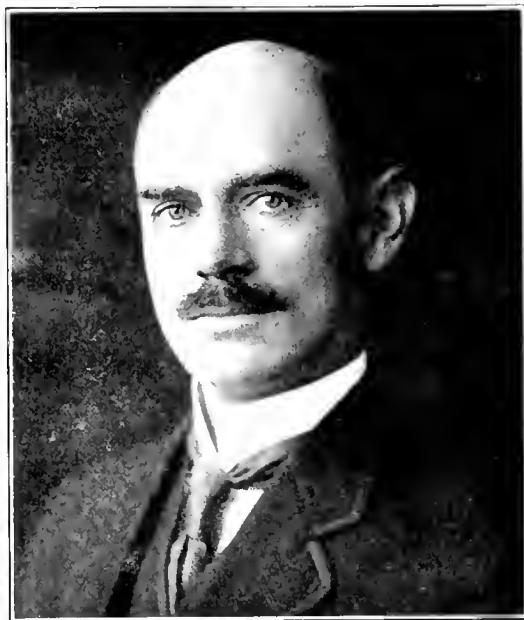
**HENRY C. WHITEMAN**, of the firm of Whiteman Bros., born at Bayou Sara, La., in the year 1867, after leaving school became associated with B. D. Wood & Sons, and after being with that concern for some ten years became connected with Jung & Sons Coal Company, leaving the latter company to go with West Kentucky Coal Company and subsequently engaged in business for himself, forming a partnership with his brother and doing business under the name of Whiteman Bros. Mr. Whiteman married Miss Mary Olive Waites April 18, 1892, and from this marriage there are four children, Mary, George, Beryl and Olive.



**ALBERT WARREN WHITEMAN**, of Whiteman Bros., was born at Bayou Sara, La. June 27, 1877, and after an education in the public schools, on leaving school, became associated with B. D. Wood & Sons, being connected with that concern for seven years, then going with Jung & Sons and was with that Company for some seven years, and forming a partnership with his brother in 1905, under the name of Whiteman Bros. has been engaged in towing and contracting since that date. Captain Whiteman is an Elk and a Mason and married June 27, 1900, Miss Nettie Louisa Davis of Ascension Parish, and from this marriage there are five children, Aline, Irma, Warren, Willie Porter and Ruby May Whiteman.



**JAMES JOSEPH ALCEE FORTIER**, born July 15, 1890, son of Alcee Fortier and Marie Lemaize, graduate of Arts and Science Department Tulane University in 1909, A. B. degree; Tulane Law School 1912, L. L. B.; member Louisiana House of Representatives, Sixth Representative District, Parish of Orleans. Practicing law under the name of Meneff & Fortier. Married to Marie Rose Gelpi, Sept. 2, 1913. Member of Phi Theta Fraternity, The Legal Fraternity of Phi Delta Phi; Athenee Louisianais; Louisiana Historical Society; Public School Alliance; L'Union Francaise; Tulane Alumni Ass'n; St. Vincent de Paul Society; New Orleans Press Club; Choctaw Club; Lyceum Association; Benevolent and Protective Order of Elks; Benevolent Knights of America; Pickwick Club and the Louisiana Bar Association.



**WILLIAM S. HOLMES**, of the Conservation Commission of Louisiana, born April 10, 1873, in Ouachita Parish, La., was educated in the common schools of his native Parish, and is a graduate of Southwestern Presbyterian University, Clarksville, Tenn., and of Louisiana State University, was elected District Attorney for Madison and East Carroll Parishes in 1894 and served a full term. Is a member of Knights of Pythias, Woodmen of the World, Elks, is a Mason and belongs to his college fraternity Sigma Nu.

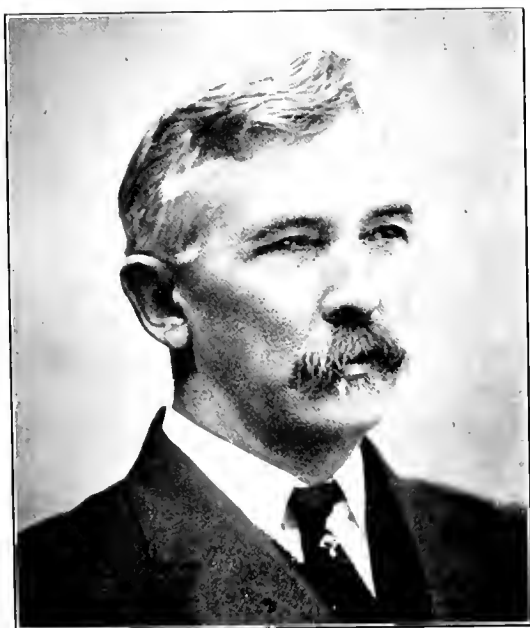




**JAMES W. REYNOLDS**, Superintendent and head of the Police Department, City of New Orleans, born in Algiers, La., August 29, 1868, is a son of James and Rose (Carroll) Reynolds. Became identified with the Police Department of New Orleans in an humble capacity in September, 1893, continuously climbing the ladder until he is now the head of that Department; is a member of Knights of Columbus, A. O. U. W., W. O. W., B. P. O. E., Police Benevolent Association and Press Club of New Orleans.



**PORTEUS RICHARD BURKE**, Lawyer, of New Iberia, received an academic education at Georgetown and Tulane and is a graduate of the Law School of Tulane, class of 1897. Has been prominent in the affairs of his native Parish and State for several years and is a man of sterling worth and integrity. Served in Legislature 1900-04. Was married to Miss Mabel Hine on the 8th of March, 1900, at New Iberia, and from this issue there is one child, Nina, age fourteen years.



**GEORGE GOODELL EARL**, son of Holmes and Annie (Taylor) Earl; educated in Freehold Institute, Freehold, N. J., receiving technical education in civil engineering at the LaFayette College of Easton, Pa. Became associated with the Atchison, Topeka & Santa Fe Railroad for about two years, going then to Montgomery, Ala., as Assistant Engineer; later formed a partnership with Capt. J. W. Williams. Was City Engineer for the city of Americus, Ga., and in 1892 became identified with the Sewerage & Water Board of New Orleans, La., was appointed Superintendent of that important Department, which position he now holds.



**JAMES FRANKLIN TURNBULL**, Realty Developer, born November 2, 1889, was educated in his native Parish of Orleans. Was connected with the Leon Godchaux Co., Ltd. later becoming associated with N. J. Clesi in the real estate business. Was with the Texas Oil Company during 1913 and 1914, afterwards organizing the firm of Kuntz & Turnbull, shortly afterwards disposing of his interest in that firm to enter the firm of Turnbull & Heap. Dissolved partnership July 1, 1915, and entered realty field alone, specializing in Jefferson and St. Charles Parishes development.





**GENERAL SALVADOR ALVARADO**, Governor of Yucatan, Mexico, whose distinguished representatives found in New Orleans the friendly co-operation necessary to enable Yucatan to throw off the yoke of the old henequen monopoly





# FRIENDLY CO-OPERATION SECURES YUCATAN'S BIG HENEQUEN TRADE

An important item in the foreign commerce of the port of New Orleans is the importation of henequen, or sisal hemp, from Yucatan. Of a total production of about 1,000,000 bales, valued at approximately \$25,000,000, nearly all of which is consumed in the United States in the manufacture of binder twine, about 75 per cent. comes through this port. The tonnage is sufficient to give two 1,500-ton vessels full cargoes each week in the year. Not only is the bulk of Yucatan's henequen crop imported through New Orleans, but arrangements have been made for storing large quantities of henequen here in order that the selling organization of the growers may be able to meet promptly the demands of the manufacturers for the raw product.

The administration of Governor Alvarado in Yucatan has accomplished numerous reforms beneficial to the people of that state, but none, perhaps, was so far reaching in its immediate material benefits as the elimination of the old henequen monopoly and the inauguration of a marketing system which assures to the farmer an equitable price for his product and the saving of millions of dollars annually which heretofore flowed into the pockets of middlemen. Yet, in the achievement of this much-desired result, the government encountered obstacles greater than those which it had to overcome in any other line of its endeavors for the moral, social and economic uplift of the state and people. It was necessary to oppose energetically the International Harvester Company, one of the largest capitalistic combinations in the United States, and another big Eastern corporation, the Plymouth Cordage Company, of Massachusetts. Together these two American corporations controlled about 82 per cent. of the entire henequen production of Yucatan. Representatives of these two corporations made loans to the henequen growers at exorbitant rates of interest and under mortgage contracts which stipulated that the crop of the borrower should be delivered to them. Prices paid the farmer had been gradually depressed, arbitrarily, until the farmer was getting about 3½ cents per pound for material which, when manufactured into twine by a simple and cheap process, sold to the American farmer at 7½ to 9 cents per pound.

Even the transportation facilities from Yucatan were largely controlled by the same men who controlled the market price of henequen. The bulk of the henequen crop was shipped on vessels which operated under the name of Avelino Montes, a millionaire Spaniard and the Yucatan representative of the International Harvester Company; likewise, most of the food, clothing and other articles imported by the planters or merchants of Yucatan had to be shipped on the vessels which Avelino Montes operated.

Encouraged by the government, the henequen growers of Yucatan formed a mutual benefit association and agreed to use as a selling agent for their products the Comision Reguladora del Mercado de Henequen, a public institution organized for the protection of the henequen interests of the state and operating under the direct supervision of the Governor and a board of directors appointed by him. In turn, the Comision Reguladora undertook to regulate the price of henequen in accordance with the law of supply and demand, thus stabilizing the market, and to arrange for direct dealing with the manufacturers so as to divert to the farmers the money which had been going into the pockets of the unnecessary middlemen. In other words it was planned to guarantee to the farmer the true market value of his product in the United States, less the cost of transportation and necessary incidental expenses.

Governor Alvarado commissioned Dr. Victor A. Rendon, formerly Secretary of State of Yucatan, and Senor Julio Rendon to proceed to the United States and make the financial arrangements necessary for the success of the marketing system, to negotiate for the establishment of an independent steamship service from Progreso and to open offices in the United States to facilitate direct dealing with the manufacturers. These gentlemen, both of whom were widely popular in Yucatan, were chosen for this important mission because of their integrity, tact and business experience. Their labors were crowned with the greatest possible success and the commendations of their work by American financiers and business men, as well as by the press, show that they are justly entitled to share with Yucatan's distinguished Governor the credit for the perfection of a marketing system which is worthy to be regarded as an object lesson for American farmers.

By the terms of the loan agreement made between the Comision Reguladora del Mercado de Henequen and Messrs. Sol Wexler and Lynn H. Dinkins, New Orleans bankers, and organizers of the Tropical Commission Company, the latter will advance a maximum sum of \$10,000,000, at a low rate of interest, on warehouse receipts covering henequen stored at New Orleans or other United States ports.

Independent steamship service was secured, the Caribbean & Southern Steamship Company having already placed four steamers in freight service between New Orleans and Progreso. That company also will add up-to-date passenger accommodations at an early date.

Dr. Victor A. Rendon, general attorney for the Comision Reguladora del Mercado de Henequen, maintains offices in New York. Arrangements also have been made for the opening of offices of the Comision in New Orleans.



First Lieut., 2d Cavalry, July 26, 1886. Mar. 28 to May, 1889, and May 23-30, 1889, to June, 1890, at Fort Lowell, Ariz.; June to Sept., 1890, Jefferson Barracks, Mo.; Sept., 1890 to Oct., 1892, Fort Wingate, N. M.; from Oct. 28, 1892 to Oct. 11, 1894, commanding Navajo Indian Troop 1, 2d Cavalry, Fort Riley, Kan.; from Oct. 11, 1892 to April 19, 1898.

Captain of Cavalry, 2d Cavalry, June 13, 1897. Served in Spanish-American War in command of Troop A, 2 Cavalry, Chickamauga Park, Ga., April 23 to May 11, 1898. Mobile, Ala., 14th Corps, May 13 to June 4, 1898. Tampa Bay, Fla., 5th Corps, June 6, 1898, left Tampa Bay with 5th Corps, en route to Cuba, on Transport *Stidwater*, disembarked at Daiquiri, Cuba, June 23, 1898, same date to Siboney, returned to Daiquiri, June 24, Sevilla, June 25, participated in battles around Santiago, July 1, 2 and 3. On mounted service of various kinds connected with Headquarters, 5th Corps. Commanded escort to receive surrender of interior garrisons, July 19 to Aug. 16. At El Cristo, Moron, Dos Caminos, San Luis, Palma Soriano. Embarked for Montauk Point, Aug. 21, arriving Sept. 30. Huntsville, Ala., Nov. 3, 1898 to Feb. 1, 1899. Mantanzas, Cuba, commanding squadron consisting of troops A, F and G, from Feb. 1, 1899 to June, 1899, commanding Troop A, 2d Cavalry, at Mantanzas, Cuba, to Feb., 1900; Regimental Adjutant to Nov., 1903; left Cuba, Jan., 1904; at Fort Myer, Va., to Nov., 1903; General Recruiting Service, to Nov., 1905.

Major of Cavalry, 13th Cavalry, April 22, 1905. At Fort Riley, Kan., commanding 1st Squadron, 13th Cavalry, Jan. 9, 1906 to July 26, 1907; Inspecting Militia, Kan., April 1 to 16, 1906; member of the Cavalry Board, 1906, to July 26, 1907; member of Cavalry Examining Board, Aug., 1906 to July 26, 1909, commanded march, 1st Squadron, 13th Cavalry, from Fort Riley, Kan. to Fort Sheridan, Ill., July 27, 1907 to Sept. 6, 1907; at Fort Sheridan, Ill., commanding 1st Squadron, 13th Cavalry; inspecting Militia, Illinois, Mar. 2 to April 3, 1908. Commanding Officer, Ft. Sheridan, Ill., July, 1908 to March 29, 1909; Philippine Islands, April, 1909 to Mar., 1911, commanding 1st Squadron, 13th Cavalry. Lieut.-Colonel, Mar. 10, 1911. Adjutant General, Feb. 29, 1912, unassigned June 10, 1913. Retired Dec. 1, 1913.

Served in the Philippines, commanding the 3rd Squadron, 13th Cavalry, in various stations in the Philippines until Mar., 1911, being then assigned to Ft. Riley, Kan., as Lieut.-Colonel of the 13th Cavalry, leaving there in Mar., 1913, on being assigned to Department of the Lakes at St. Paul, rank of Adj. General and subsequently serving as Adjutant Southern Division and Adjutant First Cavalry Division at Ft. Sam Houston at San Antonio, when he was retired from active service Dec. 1, 1913, for disability incident to the service. Has been in charge of the recruiting service at New Orleans since Aug. 6, 1914.

Was married in New York City, July 29, 1880, to Miss Emma Rising, now deceased, and from this union there are two children, Lieut. Converse R. and Earietta Lewis.

#### WILLIAM B. THOMPSON—Continued from page 49

road of New Orleans; is Vice-President of the Pan-American Life Insurance Co., and a Director of Mechanics & Traders Insurance Co. Served as a member of the Board of Commissioners of the Port of New Orleans and in December, 1912, was selected as one of the members of the first Commission form of government for the City of New Orleans, being named Commissioner of Public Utilities.

Is a member of the Boston, Pickwick, Chess, Checkers and Whist Clubs, The Country Club, the Press Club and Yacht Club, and a B. P. O. E., and member of Cotton Exchange and Association of Commerce and Board of Trade. Is recognized in New Orleans as a healthily active public citizen and man of affairs.

#### SENATOR JOS. E. RANDELL—Continued from page 50

ident of the National Rivers and Harbors Congress since December, 1906, being especially active in all legislation relating to the improvement of waterways for purposes of transportation, and also for the control and prevention of floods in the Mississippi Valley. In January of 1912, further favors were showered on the energetic Congressman when he was nominated for United States Senator, January 23, 1912, being subsequently elected by the Legislature of Louisiana to succeed Honorable Morphy J. Foster, taking his seat March, 1, 1913.

Senator Randell is an indefatigable worker for his party, takes an active part in all legislation affecting Louisiana and the South, especially Agriculture and Health; and guards zealously every interest of his people in the upper branch of Congress.

Senator Randell was married November 15, 1885, to Miss Olive Irene Powell, of Lake Providence, La., they having no children.

Mrs. Randell is a lineal descendant of General Evan Shelby, one of the heroes of the Revolutionary war. She is deeply interested in the patriotic work of the National Society of Daughters of the American Revolution, of which organization she has been Treasurer General for the past three years.

#### ANDREW BRADFORD BOOTH—Continued from page 50

successfully handled the three camps, three hospitals, three detachments National Guard, and flotilla of boats, Vicksburg, Miss., Millikins and Wilton, La., taking care of 3,500 negro refugees. He was Adjutant General and handled the great Confederate Parade reunion in New Orleans in 1903, and was Commander Louisiana Division U. C. V., 1905, and now takes active interest in business and public affairs.

Medical Association, Texas Academy of Science, American Association for the Advancement of Science, American Forestry Association, Louisiana Historical Society, and in 1914 was selected a member of the National Institute of Social Sciences. Author of many published papers bearing on the climate of the southwest in its relation to agriculture and health. Of especial note are his contribution on "Summer Hot Wind on the Great Plains (U. S. A.)" and the "Climate Causation of Disease with Chart showing the Pathological Distribution of Climate in the United States." Dr. Cline's hobby is art and he has a superb collection of paintings and an unusually fine collection of more than 100 oriental bronze some of which are more than 2,000 years old.

#### SAMUEL WOLF—Continued from page 56

Scottish Rite of Freemasonry, and a member of New Orleans Lodge No. 39, B. P. O. E., Jerusalem Temple Mytic Shrine, also of the Board of Directors of the Masons' Amity of Atlanta, Ga., and President of the Simon T. Roanthal Company, Inc., of New Orleans, having interests in a number of other corporations of the city.

Mr. Wolf maintains his offices at 318 Hennen Building, New Orleans, and keeps busy attending the interests of his clientele.

**WILLIAM A. MCGILVRAY**, State Labor Commissioner, peculiarly fitted for the office which he holds, has long been identified with the worker and wage-earners of New Orleans and because of his activities in behalf of union labor was elected State Labor Commissioner against a large field of candidates, and since his assumption of that office has been instrumental in forcing operators into providing sanitary accommodations for their army of employees and in cleaning up the Chinese laundries of the city, being responsible for the creation of a stringent city ordinance which worked a revolution in all of the laundries of the city, Chinese and steam laundries alike. He is the right man in the right place and looks well after the duties of his office.

**ROBT. P. COLLINS**, born Edinburgh, Scotland, November 5, 1883, immigrated to the United States in 1904 and was first connected with the Standard Oil Company, subsequently going with the J. I. Case Threshing Machine Co., at Fargo, N. D., and engaging in the land business at Fargo, coming to New Orleans in 1914. Mr. Collins became identified with the Intertype Corporation and is one of the promising young business men of the city. Married in 1916, Miss Johanna Schill and from this marriage there are three children, Bruce, Richard and William.

**THE DAN W. FEITEL BAG COMPANY** is one of the chief industries of the city, supplying the trade in bags, burlaps and twine, and shipping their products all over the South. Mr. Dan W. Feitel is President of the Company and is one of the solid business men of the city. The store room and warehouse of the Company is located at Claiborne and Erato Streets.

**EDGAR A. CHRISTY**, Architect, born in New Orleans, La., September 5, 1880, educated in the common schools of New Orleans. After leaving school, Mr. Christy entered the employ of Harold, Andry & Bendernagel, of New Orleans, being with that well-known architectural firm for two years, later being in service of United States Government for one year, then went into the mechanical engineering field, up to 1904, then became identified with the building division of the Engineering Department of the city of New Orleans, and has since been continuously connected with that Department, being now the Chief Architect. Is a member of local chapter American Institute of Architects.

**HOWELL MORGAN**, Assistant Supervisor of Public Accounts, was born in East Feliciana Parish, La., June 1, 1863. Studied law under Thos. Campbell, of Longview, Tex., returning to Charleston for a stay of two years and then going to New Orleans. Appointed to the Indian Service in 1894 and served in South Dakota, Nebraska, Oklahoma, and Minnesota; Cashier Bank of Zachary, Zachary, La., for six years, subsequently receiving appointment August 15, 1912, as Assistant Supervisor of Public Accounts for Louisiana, and is now serving in that capacity. Member Sons of Revolution, Society of Washington, D. C., and a Knight Templar. Married Miss Thelma Hutson July 3, 1895, and from this union there are four children, Cecil, Mildred, Thomas Gibbs and Howell Morgan.

**H. J. CARTER**, Attorney and Clerk U. S. District Court, New Orleans, La., a graduate of the law department Tulane University, was born at New Orleans, La., April 18, 1861. Appointed a deputy clerk of U. S. Courts in 1888, he was subsequently named Clerk of that Court in 1902, serving in that capacity to date. In the social world of New Orleans, Mr. Carter is a member of the Chess, Checkers and Whist Club, is also a member of the American Bar Association and of St. Andrew's Brotherhood. Is an affable man of affairs and well and favorably known among the bench and bar throughout the State.



# ROBERT HENRY DOWNMAN

Conspicuous among the big figures of the lumber industry of the United States is Robert Henry Downman of New Orleans, President of the National Lumber Manufacturers' Association, and the head of half a dozen large lumber concerns in Louisiana and South Carolina.

Mr. Downman was born in Fauquier County, Virginia, February 27, 1861. He was educated at the Warrenton Academy and the Virginia Polytechnic Institute.

Mr. Downman left his native state in 1879 and settled in Texas, which state's natural resources were beginning to attract the attention of the country. He entered the retail drug business in which he continued for four years, when he went into the wholesale branch of the trade.

In 1888, Mr. Downman married the daughter of William Cameron of Waco, Texas, one of the big lumbermen of the Lone Star State.

The following list of the enterprises of which Mr. Downman is the head reads like a page from an industrial directory, but nevertheless is a fine tribute to Mr. Downman's genius of organization:

Jeanerette Lumber and Shingle Company, Limited, Jeanerette, La.

Bowie Lumber Company.

The Iberia Cypress Company, Limited.

Whitecastle Lumber and Shingle Company, Limited.

Des Allemand Lumber and Shingle Company.

Big Salakatchie Cypress Company, Varnville, S. C.

Black River Cypress Company, Sardinia, S. C.

As president of the National Lumber Manufacturers' Association, Mr. Downman has taken an active part in obtaining desirable legislation for the protection of the lumber industry of this country. Mr. Downman has also taken a very lively part in educating the people of this country to the usefulness of lumber as a building material and in the making of pavements.

Mr. Downman is also one of the leading figures in the vast scheme of reclamation which is commanding the attention of many states and Louisiana in particular.

Mr. Downman is a real captain of industry. When he started out in the lumber business he invested big capital and was in position to start at the top. He investigated and studied lumber from the time it stands in the forest until it is turned out a finished product by the mills. In the lumber world, Mr. Downman is to-day accounted the greatest authority on cypress in the United States, which of course means the world.

Mr. Downman has contributed generously to various movements in New Orleans where civic betterment was involved, but he has never been in politics. He votes for his choice for various offices and that ends his activities in that direction. "I have never held a public office and I don't want any," he is quoted as having told friends.

Devoted as he is to his business, Mr. Downman has always found time to mingle socially with his kind. He is a member of the Boston and Country Clubs, of New Orleans, and of the Young Men's Gymnastic Club of the same city.



# BROOKS-SCANLON LUMBER CO.

One of the important industries of Louisiana is that of the Brooks Scanlon Lumber Company, located at Kentwood, La. This Company is known as one of the largest shippers in the South and with its plant at Kentwood turns out yearly a hundred and twenty-five million feet of long leaf and yellow pine lumber. The Company purchased a large tract of land in 1905 and erected two complete saw mills and have been operating since that date on a large scale, being recognized now as one of the principal lumber dealers in the South. Through the efforts of President Scanlon this Company has rendered a distinct service to the State and to Kentwood and its contiguous territory in developing and placing their cut over lands and inducing colonists to adopt that section as their future home. The Company makes a specialty of high-grade planing mill work, railroad timber, ties, decking and export schedules, and because of their splendid railroad facilities are enabled to make prompt delivery on all orders. The officers of the Company are M. J. Scanlon, President, A. B. Brooks, Vice-President, S. D. Brooks, Treasurer, P. A. Brooks, Secretary and J. S. Foley, General Manager. It is through the energies of the latter named gentleman that has made possible the rapid development of Kentwood and contiguous territory and the universal popularity of the Brooks-Scanlon Company; for it was during the dull season that this Company, having a due regard for the welfare of their employees, and at considerable expense operated their mills on full time and paid all employees full wages.



## M. JOSEPH SCANLON

M. Joseph Scanlon, President of Brooks-Scanlon Lumber Company, Kentwood, La., a native of Wisconsin. After studying law at the University of Wisconsin, subsequently started in the lumber business at Omaha, Neb., and in 1889 became identified with the Newcomb business, later coming to Louisiana and being identified with the Brooks-Scanlon Lumber Company, of Kentwood, of which he is the President. Mr. Scanlon is one of the progressive men of the State and as the head of the Brooks-Scanlon Company has done much towards developing that section of the State contiguous to Kentwood. Is a solid business man of affairs and one of the foremost men of his section.









**AL. J. BUJA**, Sole Proprietor of the J. P. Florio Company, is one of the prominent business men of the Crescent City. Mr. Buja is a Mason and Shriner, a member of the Board of Trustees of Elks, Press Club, Druids and a Woodmen of the World, Worthy President of the Eagles and has held many offices as a member of the Benevolent & Protective Order of Elks. Is a Director in the Hibernia Homestead Association and of the Orleans Homestead Association. While taking an active interest in his party's politics and working consistently for the cause of Regular Democracy at all times, Mr. Buja has always refused to offer himself for office. Stevedore for Texas Transport and Terminal Company, Holland America Line, French Line and Simpson, Spence & Young, of New York and London.





**FRANK J. MANGHAM**, General Agent of the Federal Fruit & Cold Storage Company, born Yazoo City, Miss., November 11, 1876, while yet a young man, is one of the solid business men of the Crescent City. Mr. Mangham started out as a public accountant, and making a success in that line as he has in others, and being a live man of affairs, has given much of his time, labor and brains in the upbuilding of the City of New Orleans, and is now regarded as one of the solid business men of the Queen City of the South. Mr. Mangham is also very popular in the fraternal world, being a Shriner and a member of the Grand Consistory of Louisiana. Mr. Mangham is ex-President of the Louisiana State Board Certified Public Accountants, and was married on June 14, 1906, to Miss Nancy Robinson. From this marriage there is one child, Carlos, born October 28, 1908.



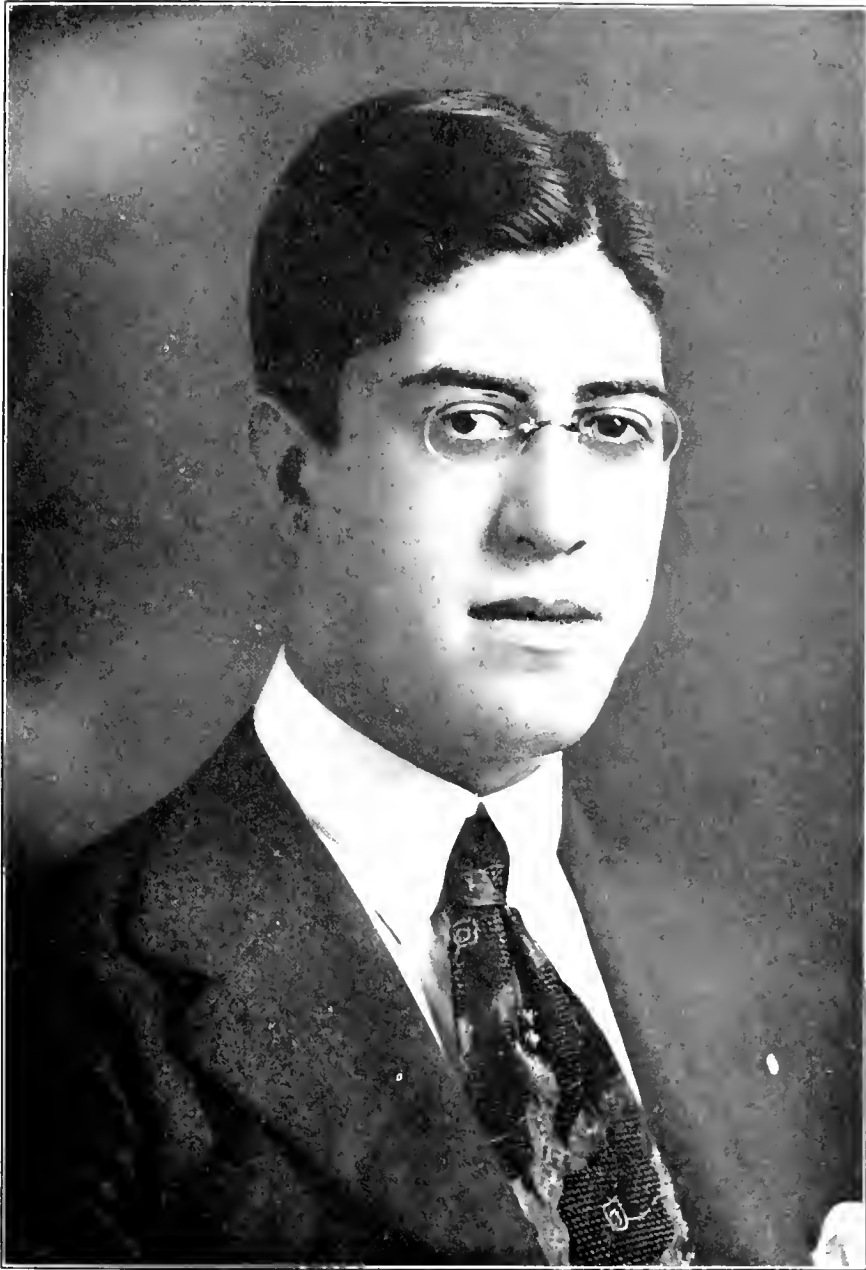


**DR. S. M. LYONS**, of Sulphur, was for eight years a member of the Police Jury, and is now Assessor-Elect of Calcasieu Parish. He was born on the Calcasieu River below Moss Bluff in 1868, the son of Mr. and Mrs. Oscar Lyons, pioneer residents of the parish. Of four children, he is the only one living. He attended the public school near Vincent settlement, and afterwards attended the State University at Baton Rouge, from which he graduated, class 1889. Later he attended the Tulane Medical College, from which he graduated in 1894. After his graduation, Dr. Lyons settled down in the locality where he was born and embarked in the practice of medicine. His efforts were attended with much success, and several years later he located in Sulphur, shortly after the opening of the celebrated sulphur mines. Dr. Lyons became widely known on the west side of the River through his success in the practice of medicine, and through his wide family connections. In the meantime, he had been married to Miss Della Broussard, member of a prominent West Calcasieu family.

Dr. Lyons was elected to the Police Jury from the Fourth Ward in 1908, and served with signal success for two terms, until 1916, being president of that body for several years. A year ago he announced as a candidate for assessor, and in the January primaries cornered one-third of the total vote, with three other candidates in the running. He was successful in the second primary and will assume office next January.

His large vote in Lake Charles was in recognition of the services he performed for the city while on the Police Jury. He is in entire sympathy with the interests of the city and parish, and his past record assures its residents of continued and efficient service.





**OCTAVIO REYES**, Manager Pan-American Trading Co., New Orleans, La., was born in Mexico City August 24, 1892, and after an education obtained at the Faculty de Droit, of Paris, and the International College at Geneva, Switzerland, Mr. Reyes entered the newspaper field, being connected with the *Imparcial* at Mexico City for some three years, then with the *Matin* of Paris for one year and then with the *Petite Garonne* for some eighteen months, after which he was connected with various other newspapers, embracing work in England, Italy and Spain. Is a member of the Southern Yacht Club of New Orleans and of the Press Club, of the R. E. C. Club of Paris and University Club of France and Nautic Club of Spain. Enjoys a wide acquaintance and popularity in New Orleans and is one of the solid business men of the Crescent City.







**RIGHT REV. VAN DE VEN, CORNELIUS**, Roman Catholic Bishop, See of Alexandria, La., was born at Oirschot, Holland, June 16, 1865. He studied in the diocesan seminary at Bois-le-Duc, was ordained priest May 31, 1890, and came to America the same year. After filling important posts in the archdiocese of New Orleans, he was consecrated bishop of Natchitoches, Nov. 30, 1905. In 1910, the See of the Diocese was transferred from Natchitoches to Alexandria. The Diocese of Alexandria, with a Catholic population of 35,000 has 26 secular and regular priests and in its jurisdiction are many charitable and educational institutions under the Jesuit Fathers, the Brothers of Sacred Heart, the Daughters of the Cross, with mother house at Shreveport, the Sisters of Divine Providence, and the Sisters of Charity of the Incarnate Word. He brought the Franciscan Sisters from Calais, France, in 1911, to Monroe, La., where they built a beautiful hospital and sanatorium which they are now conducting. (He was assistant pastor at New Iberia, 1880 and 1881; pastor at Jennings, 1891 and 1892; pastor at Lake Charles, 1892 and 1902; pastor at Baton Rouge, 1902 to 1904. He was diocesan consular under Archbishop Chapelle.)



**REV. PETER M. H. WYNHOVEN**, Vice-Chancellor of the Archdiocese and Manager of the Morning Star of New Orleans, is one of the active church workers of the Crescent City. As organizer of the Catholic Athletic Association, Chaplain of the Catholic Woman's Club, founder of St. Vincent's hotel for "down and outs," he is kept a very busy man in his church work. A very popular man in his chosen life work, Father Wynhoven is held in high esteem by the people of New Orleans and throughout the State.





**MICHAEL GLASER**, Live Stock Dealer, of New Orleans, La., a son of Joseph and Anna (Ackerl) Glaser, was born at New Orleans, La., on October 27, 1870, after receiving a common school education, started in life at fourteen years of age in business for himself, beginning in the metal and scrap iron business, and later, 1895, engaging in the Live Stock business, being well and favorably known as one of the largest horse and mule dealers in the Southern States, having furnished the U. S. Government with some of its biggest orders in mules for use in the construction of the Panama Canal.

Is a stockholder in the American Homestead Association and belongs to the Benevolent & Protective Order of Elks, and while prominent in the business world takes an active interest in the affairs of his native State, has never offered himself for public office. Was married January 18, 1892, to Miss Anna Eckerle, of New Orleans, La., and from this issue there are eight children, as follows: Michel, Albert, Jake, Lillian, Anna, Walter, Cyril, Robert and Elvira Emily Glaser.



**MATTHEW SCOTT SLOAN**, General Manager of the New Orleans Railway & Light Co. was born September 5, 1881, at Mobile, Ala., and is one of the leading men of the Crescent City.

Receiving the degrees of B. S., M. S., and E. E. at the Alabama Polytechnic Institute, at Auburn, Ala., Mr. Sloan entered the business world at an early age, and through his perseverance, pluck and indomitable courage, has won his way to the position he now holds. In the social life of New Orleans Mr. Sloan is a member of several clubs, including the Pickwick and Yacht Clubs, the New Orleans Country Club and the V. M. G. Club. Is a Rotarian and a member of the Industrial Preparedness Committee of the Navy Consulting Board.

As General Manager of the New Orleans Railway & Light Co., Mr. Sloan has contributed in no small measure to the success and popularity of that big concern.





**EDWARD NATHAN**, of Nathan & Pettis, a son of Charles and Emma (Goodman) Nathan, was born at New Orleans, La., May 8, 1872, and after the usual primary education, attended the Mechanical Department of Tulane University. He was connected with the Southern Pacific Railroad for some eleven years and with the Bayland Steamship Company for about ten years, becoming assistant with that firm in 1909. Is a member of the Association of Commerce, Board of Trade and Cotton, Mr. Nathan is also member of the Chess, Checkers & Whist Club of New Orleans. Mr. Nathan married May Edith Thomason, Jan. 21, 1908, and from this marriage there are two bright children, Alice-Louise and E. Kendrick Nathan. Is a solid man of affairs and held in high esteem in the business world of the Crescent City.



**CLARENCE EDMUND PETTIS**, of Nathan & Pettis, Export Freight Brokers, was born in New Orleans, La., September 23, 1879, and for thirteen years followed the steamship business, becoming a member of the firm of Nathan & Pettis upon the organization of that well-known firm in 1910. Mr. Pettis is President of the Standard Sulphur Company, Inc., a 32nd degree Mason and Shriner, and in the social life of New Orleans, is a member of the Young Men's Gymnastic Club and of the New Orleans Country Club. Married Miss Nellie Guodry, of New Orleans, on August 4, 1905. The firm of Nathan & Pettis is recognized as one of the leading Export Freight Brokers of New Orleans, and maintain offices in the Hennen Building.





**LIONEL F. FAVRET**, General Contractor, born Point-a-la-Hache, La., August 8, 1886, started in architectural business with Toland & Wogan, being with that firm eight years, during which time he superintended the building of the Gruenewald, Montelomne and DeSoto Hotels and other large buildings of importance. Launching forth for himself in 1911 in general contracting and construction work, built and constructed the Holy Cross College buildings, the New Orleans Brewing Company building, the Heinenmann Baseball Park, the courthouse at Plaquemine Parish, the main pumping station for the New Orleans Lake Shore Land Company, the Hedden Building, the Citizens Bank & Trust Co. and other commercial buildings at New Orleans.



**FRED J. GRACE**, Registrar of State Land Office, is one of the best known and most popular men of the State. Born at Plaquemine, La., May 9, 1876, a son of Thomas E. and Elizabeth Camilla (Laughlin) Grace, Fred J. was educated in the private school and subsequently attended St. Charles College, which institution conferred upon him the degree of LL. D. For seven years after leaving school Mr. Grace was engaged in sugar planting and afterwards was for ten years a travelling salesman. Working indefatigably for the interest of Louisiana, Mr. Grace was nominated Registrar of the State Land Office in 1908, and because of his efficient services was re-elected again to the same office in 1912 and again in 1916. In 1908, Mr. Grace was married to Miss May Larkins, and from the marriage there are four children, Lucile, May, Myrtle, Elizabeth, Fred, Jr., and Alvin.







**OLLIE BOYCE STEELE.** soldier, scholar, statesman and public servant, born Dec. 2, 1811, a bugler and drill master in the Confederate Army at a tender age, he came out of that service with the rank of Captain. As a public servant, while a resident of Union Parish, he served in the House and State Senate, during the terms of Nicholls, Walz and McEnery, from 1876 to 1884, and as State Auditor from 1884 to 1888. Unanimously endorsed and elected State Auditor, 1888 to 1892, in 1892 was chosen one of electors in National Democratic Convention. Elected State Treasurer in 1898, and again re-elected for a second term. Was one of the organizers of Baton Rouge Electric Light & Street Railways, and of the Bank of Baton Rouge, being chosen Vice-President of the latter, and serving in that capacity since the organization of the Bank. Also President, Louisiana Fire Insurance Company of Baton Rouge. Was married in May of 1870 to Miss Julietta Martha Park, and from this marriage there are six children.



**LEVERING MOORE.** Active Vice-President, Mortgage Securities Company, was born January 11, 1874, at Chicago, Illinois, and is a son of William Amos and Julia J. (McCook) Moore. Graduating from the Chicago Kent College of Law with degree of LL. B. class of 1898, he attended Northwestern University School of Commerce, 1908-09, and the College of Commerce of Tulane University in 1911-12. Until 1913, Mr. Moore was associated with Proboddy Houghreling & Co., Chicago, Ill., Investment Bonds, traveling throughout the entire United States as Manager of their Sales Department. Has since been the Active Vice-President of the Mortgage Securities Company at New Orleans. Mr. Moore is Vice-Chairman of the Board of Graduates of the College of Commerce of Tulane University, Chairman of the Service Sales Department of the New Orleans Association. (Continued on page 84)



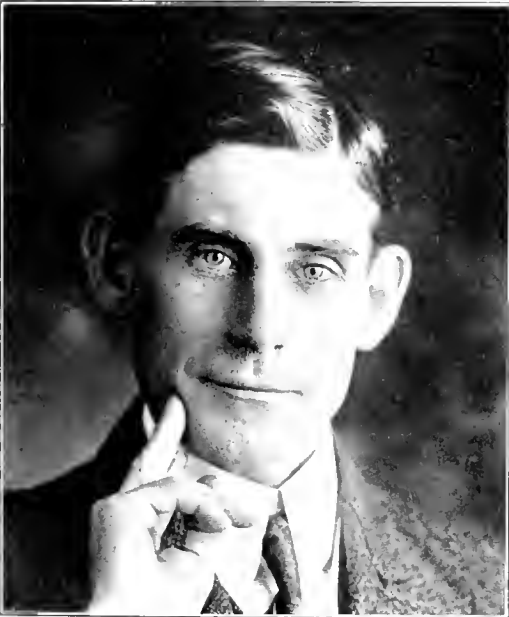


**EDWIN I. MAHONEY**, Lawyer, born September 16, 1882, at New Orleans, Louisiana; was educated in the public and private schools of New Orleans; attended Jesuit College, class of 1901 and graduated from Tulane Law School, class of 1903; member of Legislature from Ninth Representative District 1908-12, Secretary to Court House Commission and Superintendent N. O. Court Buildings; was first man in State to introduce White Slave Law and also the first one to introduce the "Full Crew Bill" as a member of the Legislature, session of 1908. John Mahoney, father of Edwin I., was one of the first professional baseball players in New Orleans.



**RUFUS HENRY PRADOS**, Manager Prados Auto Company, New Orleans, La., born at New Orleans, La., September 12, 1888.

Going with the Westinghouse Electric Company at Pittsburgh for one year of practical experience, he then became associated with the lumber concern of Henry J. Prados & Son, at New Orleans, establishing the business of the Prados Auto Company at 1413-1415 Canal Street, New Orleans, January 1, 1915. This Company does a large business as distributors of the Maxwell, Reo, Buick, Winston Six and Detroit Pack age Delivery Automobiles and in handling tires and all automobile accessories.



**THOMAS W. GOREAU**, Licensed Master Plumber, son of Louis T. and Virginia (Torre) Gorean, was born at New Orleans, La., November 26, 1876. Invented and patented in 1904, a crescent water filter; also invented and patented in 1907 a liquid seal trap for plumbing and has invented an automatic water heater, patented in 1916. The first named invention being recognized as a superior and most useful article of its kind. Established his present business in 1903 and is now quartered in his own home building at 751 Carondelet Street, New Orleans.

Member Merchants & Manufacturers Bureau, the Association of Commerce and Press Club, the EEs and Grand Fraternity. Was married November 23, 1899, at Galveston to Miss Margaret Matron, a native of Louisiana, and from this union there is one boy, Howard, born Houston, Tex., April 1, 1901.



**JOHN DARLING NIX, Jr.**, Attorney, born at Denver, Col., September 25, 1890. Mr. Nix was educated in the public schools of New Orleans, graduating from the McDonogh No. 23 School in 1904, and from the Boys' High School in 1907, later graduating from the Law Department of Tulane University, class of 1910. Elected to the Legislature January 23, 1911, and member of Constitutional Convention of 1913. President Ravenswood Planting Company, Inc., and Past Grand Commander of Benevolent Knights of America and belongs to his college fraternity, Phi Kappa Sigma. Is regarded as an expert on criminal law and enjoys a wide practice, and on January 25, 1916, was re-nominated a member of the next Louisiana State Legislature.





**CRAWFORD HATCHER ELLIS**, Vice-President United Fruit Company, a son of Thomas Jefferson and Elizabeth (Hatchert) Ellis, is one of the solid business men of the Crescent City. In 1893 went to Central America, being there for some four years, returning to the States in 1897. An expert accountant, Mr. Ellis was made auditor for the United Fruit Company, and was made Manager of that big Corporation in 1909, being subsequently elected a Director and Vice-President. Served on staff of Gov. Sanders and also Gov. Hall and is a member of Sewerage and Water Board from Sixth District. In the social life of New Orleans is a member of the following clubs: Boston, Pickwick, Southern Yacht and

(Continued on page 84)



**WILLIAM A. PORTEOUS**, New Orleans Manager for the Western Union Telegraph Company, man of affairs and one of the lives wires of the Crescent City. Besides being a first class telegraph man, he is also a graduate lawyer of the Tulane University and a member of the Louisiana Bar.

Mr. Porteous has given much of his time labor money and brains in making New Orleans the Queen City of the South. Mr. Porteous is a Mason, an Elk, a Master Pythian, Rotarian and a member of the Transportation Club and Young Men's Gymnastic Club, Joyian Order, President of the Lake View Improvement Association, Association of Commerce and Manufacturers and Merchants Bureau and Board of Trade.

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**CHARLES VIRGINIUS UNSWORTH, M. D.**, a son of Edward and Elizabeth (Rogers) Unsworth, born New Orleans, La., December 8, 1870, after graduating from the Boys' High School in 1886, subsequently took a pharmaceutical course at Tulane University, and after passing an examination before the State Board, engaged in the drug business, first as a clerk and afterwards for himself, being in that business some ten years, after which, taking a course in medicine at Tulane, class of 1904, he began the practice of medicine in the city of New Orleans. Married Miss Jennie Grace of New Orleans in

(Continued on page 84)



**EDGAR M. CAHN**, Lawyer, born in New Orleans, La., June 29, 1865, educated in the common schools of New Orleans and the High Schools of Cincinnati and the Hebrew Union College of Cincinnati, receiving his law education at Tulane Law School, class of '88.

First practiced as a partner of Moore & Cahn, dissolving in 1897, since which time Mr. Cahn has been by himself in the practice of his chosen profession. Is member of Louisiana Bar Association and American Bar Association, Young Men's Hebrew Association, Crescent Tennis Club, member of Touris

(Continued on page 84)





**BENJAMIN ALFRED LEDBETTER, M. D.**, a son of Benjamin Thomas and Mary (Vanderburg) Ledbetter, was born in Calhoun Parish, La., September 15, 1868. After being educated in the schools of North Louisiana, in Kennerly and in DeSoto Parish, Dr. Ledbetter attended the Tulane University, graduating from that institution with degree of M. D., in class of '91. Entering immediately into the practice of his chosen profession, Dr. Ledbetter is now recognized as one of the leading men of his profession, having built up a large and lucrative practice, with office at the Maison Blanche Building, New Orleans.

Dr. Ledbetter has been Chief Examiner for the Metropolitan Life Insurance Company for some twenty years and Chief Examiner of the Union Central Life Insurance Company. Has been a member of the Orleans Parish Medical Society since his graduation at Tulane and has served as its President twice. Is a member of the Louisiana State Medical Society, serving as President of that body in 1912 and member of the American Association and

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**T. BARTON BAIRD**, District Manager Cumberland Telephone Company, of New Orleans, was born at Clinton, La., July 29, 1881. After receiving a common school education had a four-year course at Centenary College, Jackson, Louisiana, in the Academic and Business Departments of that institution. Making a study of the telephone business, beginning from the bottom rung of the ladder, serving his company in different localities as Manager, he has earned the reward bestowed on him in his selection as District Manager of the tremendous business of the Cumberland Company at New Orleans. In the social life of New Orleans, is a member of Chess, Checkers and Whist, Southern Yacht, Pickwick, Press and Motor Club of La., and a member also of Merchants & Manufacturers, Bureaux, Board of Trade and Association of Commerce, Mason in the Albert Pike Lodge, Perfection No. 1, No. 76, A. & P. M., and 14th degree, Mason in the Albert Pike Lodge, Perfection No. 1, Married, April 19, 1913, Miss Celia Kearny. Is a man of affairs, possessed with an abundance of energy and identified with all movements looking to the public good of the city of New Orleans.





#### DAMERON-WHITE COMPANY, Ltd.

One of the representative companies helping to boost New Orleans and to make the Crescent City what it is today, is that of the Dameron-White Company, Contractors, who maintain offices in the Ibiserna Bank Building, New Orleans, and at Baton Rouge, La. These gentlemen, in their business of building levees and railways, have built up an extensive business, doing levee work all up and down the Mississippi River from Baton Rouge to New Orleans and above Baton Rouge. The class of work that this Company puts up is responsible for their increasing business, which now extends not only over the State of Louisiana, but embraces work in other Southern States.

The officers of the Company are C. H. Dameron, President; Mrs. C. H. Dameron, Vice-President; C. I. Dameron, Secretary. They are all enthusiastic boosters for the Crescent City and great believers in the future of New Orleans.

#### PAN-AMERICAN LIFE INSURANCE COMPANY

The Pan-American Life Insurance Co. of New Orleans, La., in its fourth annual report ending December 31, 1915, shows a big increase over the report of 1914, notwithstanding death claims aggregating some one hundred and twenty-five thousand dollars were paid, while new premiums together with renewals on old premiums aggregated more than six hundred and nineteen thousand dollars, the total income for the year being more than seven hundred and ninety-six thousand dollars. This Company, with a capable corps of officers and directors, is one of the most substantial in the South, and does business in the States of Virginia, North Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, and the Republics of Guatemala, Salvador, Spanish Honduras, Nicaragua, Panama, Columbia, Cuba and British Honduras. The Home Office is at New Orleans, La.

#### WATCH YOURSELF GO BY.

*By Al. G. Field.*

The book written by Al. G. Field, "Watch Yourself Go By" has become one of the best sellers of the time. It is a book unique in many particulars, treating of men and matters, recollections of a busy life—a story of a boy and man that the world has been interested in for nearly a half century. More show folks have read this book than any published in years, not that it deals entirely with show life, in fact, aside from the author's endeavor to enter the walks of show life, there is very little directly pertaining to that profession in the book. Its ramifications are so varied that the reader is interested from the opening chapter. There is home life with homelike characters, so deftly drawn that their counterparts are met in the daily walks of life, hence the title "Watch Yourself Go By," and many there be who will see themselves go by in the various characters in the book.

If Al. G. Field had not contributed more to the happiness of the world than the book "Watch Yourself Go By," he would be reimbursed.

#### DOULLUT & WILLIAMS

The firm of Doullut & Williams, Civil Engineers and General Contractors, is one of the leading contracting and engineering firms of the South.

This firm having a capital of \$400,000.00 with \$200,000.00 invested in plant, specializes in river and harbor work, dredging, pile driving, wrecking, cofferdam and caisson work, and operates a number of tugs, barges, derricks, dredges and pile drivers, composing the largest, most complete and modern pile driving and wharf building equipment of the South. They employ a capable force of engineers, and are prepared to finance, design, supervise and construct the most difficult contracts on the shortest notice.

They operate along the entire Gulf Coast, Atchafalaya, Red and Mississippi Rivers, and in the harbors of Mexico. Within the past seven years they have constructed 95% of the wharves and docks, exclusive of Dock Board Wharves, that have been built on the Mississippi River from its mouth to Baton Rouge. They embrace in their clientele, the largest corporations, including the Standard Oil Company, American Sugar Refinery, Illinois Central Railroad, Swift & Company, and others, and have done a large amount of work for the State of Louisiana and the United States Government. They have now under construction, the enormous wharves of the Public Grain Elevator and Cotton Warehouses, aggregating in cost, half a million dollars, and among other work they have constructed in the past few years, special mention should be made of the docks for the Standard Oil Company at Baton Rouge, which are the largest of their kind in the world.

This firm has at all times for sale or charter, tugs, barges, pile drivers, derricks and dredges.



## FREDERICK WILBERT

Frederick Wilbert, lumberman and planter, a son of Antone and Sibilla Wilbert, was born at Plaquemine, La., Aug. 25, 1856. Mr. Wilbert is a Democrat in politics, has served as State Senator and is a member of the Police Jury, Town Council and of the School Board. He is a Director of the Hibernia Bank and Trust Co., Vice-President, Iberville Bank & Trust Co., President, Myrtle Grove Planting & Mfg. Co., President, People's Drug Store and President of A. Wilbert Son's Lumber & Shingle Co. Mr. Wilbert was married April 27, 1881, to Miss Helena Lotz, and from this marriage there are seven children, five boys and two girls. Mr. Wilbert is one of the solid business men of the State and is held in high esteem in the business world of Louisiana.



## ALFRED Le BLANC

Alfred Le Blanc, Steamship and Insurance Agent, a native Britisher, educated at Haileybury College, Hartfordshire, England, was originally with the firm of Decan & Co., of New Orleans, subsequently being a partner for ten years with the late Lucas E. Moore when he launched forth in his own behalf. Is agent for and represents the Harrison Line of Steamers, the Lamport & Holt Line, and London Assurance Corporation; is Vice-President of the Bank of Orleans and Vice-Consul Argentine Republic, and generally a man of affairs.







**HARRY FITZPATRICK**, of Fitzpatrick Auction Co., successors to Fitzpatrick & Till, born New Orleans, La., January 8, 1877, is one of the solid business men of the city and progressive in every sense of the word. A well known athlete, Mr. Fitzpatrick has won over 500 prizes in medals, cups and trophies and is the present holder of five world records and fourteen Southern records, was the winner of National walking championship for one mile at San Francisco in August, 1915, and one of the principal speakers for Jno. M. Parker in his candidacy for Governorship of Louisiana.



**JOSEPH A. ESTOPINAL, M. D.**, born in St. Bernard Parish, May 29, 1876, attended the Tulane High School during two years; later graduated from the Literary Department of Soule College; studied medicine at the Tulane College of Medicine from 1896 to 1899, graduating in the latter year. Removing in 1901 to the Parish of St. Charles, the Doctor built up during the eight years of his residence there a large and lucrative practice. In 1898, he returned to New Orleans for the purpose of specializing in diseases of the ear, nose and throat. At that time he also became identified with the State Board of Health, which he served with ability in the position of Secretary during about two years. The State

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**E. C. DREWES**, a native of California, was born at San Francisco, December 17, 1886, a son of Claus and Margaret (Richter) Drewes. After completing his education Mr. Drewes became associated with W. R. Grace & Company in the San Francisco office in 1908. After spending practically two years in the Panama Zone, returned to San Francisco, but subsequently choosing Louisiana as his future home, located in New Orleans in August, 1915, as Agent of W. R. Grace & Co., with headquarters in Canal Bank Building, Camp and Gravier Sts. On October 12, 1911, Mr. Drewes was married to Miss Clara Edith Smith at Ancon, Panama, and from this marriage there is one child, Robert Jackson Drewes, born February 26, 1913.

**PLEASANT LAWSON FERGUSON**, Lawyer, born at Orange, Texas, February 2, 1886, was educated in Peacock Military School, Class of 98-99 and graduated from the Louisiana State University, Class of 1908, began practice with S. F. Foster, elected Representative of Vernon Parish in 1912 and resigned when elected delegate to Democratic Convention of 1912, now practicing law, being associated with E. L. Stewart and Frank E. Powell; married Miss Lucie Rose Bland, June 29, 1909, of Point Pleasant, La., and from this issue there are three children, Mattie Rose, Lucie Bland and Miriam Stark Ferguson.



# JOHN J. FITZPATRICK

John J. Fitzpatrick, born January 30th, 1880, was educated in the public schools of his native Parish and a graduate of United States Naval Academy, Class of 1901, serving in the navy until 1907, when he resigned.

Became connected with the office of Tax Collector of Orleans Parish on leaving the service, being still connected with that office; and in the social life of New Orleans is a member of Chess, Checkers and Whist Club, Choctaw Club, Southern Yacht Club, Benevolent and Protective Order of Elks, and Army and Navy Club of New York.



# SENATOR MURPHY J. FOSTER

Senator Murphy J. Foster, Collector of Port of Orleans, was born Franklin, La., Jan. 12, 1849, has given the best of his time and talent to his native State of Louisiana.

By profession a lawyer, he was elected a member of the Louisiana State Senate in 1879, serving twelve years.

It was while a member of the State Legislature that Senator Foster began the fight against the Louisiana State Lottery, which ended only in the death of that gigantic fraud. Elected Governor of the State of Louisiana in 1890, Governor Foster was returned to the same office for a second term, and was in 1901 elected by the people of his State to represent them in the Senate of the United States Congress at Washington, being re-elected in 1907, serving as U. S. Senator from March 4, 1901 to March 3, 1913.

Senator Foster was showed with further honors in his appointment as collector of the Port of Orleans on Aug. 1, 1914, which position he now holds.









D. D. MOORE  
EDITOR AND GENERAL MANAGER TIMES-PICAYUNE  
PRESIDENT NEW ORLEANS PRESS CLUB  
DIRECTOR AMERICAN NEWSPAPER PUBLISHERS ASSOCIATION  
MEMBER EXECUTIVE COMMITTEE SOUTHERN NEWSPAPER PUBLISHERS ASS'N





COL. ROBERT EWING  
NATIONAL COMMITTEEMAN FROM LOUISIANA AND PUBLISHER  
NEW ORLEANS DAILY STATES AND SHREVEPORT TIMES





**JAMES M. THOMSON**, Publisher of The New Orleans Item, one the most Progressive and Successful Newspapers of the South. Mr. Thomson, the controlling owner and publisher of the New Orleans Item, and prominently identified in political reform movements, was born Feb. 13, 1878, at Summit Point, Jefferson County West Virginia. He is a son of Dr. Augustus Pembroke Thomson and Elizabeth (McIlhany) Thomson both of whom were residents of Virginia, as were their ancestors since prior to the Revolutionary War. The first James Thomson was the younger son of a Scotch family and came to America a licensed Episcopal Church of England preacher, settling in Fauquier County, Virginia. The first McIlhany was a Captain in the Revolutionary War and received land grants in Loudon County, Virginia. Both John Augustus Thomson and James McIlhany, grandfathers of James Thomson, were graduates of William's and Mary's College and of Princeton University.

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of Commerce; Chairman of the Rural Credit Commission of Louisiana; Senior Warden of St. George's Episcopal Church, and Trustee of the Children's Home of the Protestant Episcopal Church.

He is a member of the following clubs, lodges and societies: Tulane Alumni Association, Tulane Society of Economics; Church Club of Louisiana; Rotary, Pickwick, Audubon Golf, New Orleans Country and Chicago Athletic Clubs; Camp Beauregard Sons of Confederate Veterans; Louisiana Lodge F. & A. M.; Oriental Consistory (Chicago) A. A. S. R.; Jerusalem Temple, A. A. O. N. M. S.

He was married June 21, 1898 to Miss Margaret Edger-ton, at Galesburg, Illinois.

#### CRAWFORD H. ELLIS—Continued from page 75

Country Clubs, and member also of several carnival organizations. Mr. Ellis was married April 21, 1895 to Miss Inez Mollett Saffold, and from this marriage there is one child, Miss Inez Lucile Ellis, who was Queen of the Carnival in 1916. Mr. Ellis was King of the Carnival in 1914.

#### C. V. UNSWORTH, M. D.—Continued from page 75

1893, and from this marriage there are four children, Rudolph, Sarah, John and Warren. Is a member of the Louisiana State Medical Society and of the Southern Medical Society, and is held in high esteem by the medical profession of the State of Louisiana.

#### WILLIAM A. PORTEOUS—Continued from page 75

He married Miss Henrietta Koy, of Patterson, La., a daughter of a prominent lumber man and from this marriage there are three children, William A., Jr., Douglas Koy and Mildred Hettie Koy. Well known throughout the South and West, he is held in high esteem in the business world of New Orleans and is one of the best boosters of the Crescent City.

#### EDGAR M. CAHN—Continued from page 75

Infirmary, also Jewish Widow's and Orphans Home, and of Temple Sinai; a Master Mason, belonging to Jefferson Lodge A. F. & M., and member of Jerusalem Temple, and the Order of B'Rith Abraham, as well as a member of the Grand Lodge thereof.

#### B. A. LEDBETTER, M. D.—Continued from page 76

Medical Association. Appointed member State Board of Health by Governor Sanders, subsequently re-appointed under Governor Hall, and still serving as a member of that body.

Dr. Ledbetter was married to Miss Annie Seawell of New Orleans, La., on October 29, 1897, and from this union there are five children, Karl, Gretchen, Ben and Walter (twins) and Victor Ledbetter.

#### J. A. ESTOPINAL, M. D.—Continued from page 79

health authorities fearing the introduction of yellow fever at that time offered the position of Inspector in Cuba to Dr. Estopinal, whose familiarity with matters of health and sanitation, plus his knowledge of the Spanish language, made him the proper man to discharge the duties of such a place. Accepting the position the Doctor served as Louisiana's Inspector in Cuba during six months at the end of which time he returned home and became one of the lecturers in school hygiene and sanitation throughout the State.

Since 1911, when he resigned his position with the State Board of Health, Dr. Estopinal has devoted all his time to special practice, in which he has been very successful, and has been one of the pioneers in practical teaching and inspection in the schools. As special Medical Inspector he looks after the school children of his native parish.

and later became members of the Virginia Legislature, Dr. Augustus Pembroke Thomson, father of the present James Thomson, was a student at the Virginia Military Institute, and was in the battle of New Market. He afterwards took a course in medicine at the University of Virginia, Georgetown College and University of Maryland. An uncle, James W. Thomson, commanded a battery of artillery in the Confederate Army under General Stonewall Jackson, and was killed at High Bridge, Virginia.

James McIlhenny Thomson graduated at The Shenandoah University School, and entered the Johns Hopkins University in 1894, graduating therefrom in 1897 with degree of A. B. He was a member of the Beta Theta Pi fraternity at the Johns Hopkins. Associated with Edgeworth Smith of Baltimore, he founded and edited the first successful college paper at the Johns Hopkins University, "The News Letter." After graduating he entered the law office of General John E. Koller at Harrisonburg, Virginia. In 1898 went to Washington on the staff of the Washington Post, later formed the Interview Syndicate and did special work for the Washington Bureau of the New York Herald and New York American and Journal. In 1899 Mr. Thomson went to Norfolk, Virginia, and purchased the Norfolk Dispatch, which he developed during the next six years to a leading circulation among Norfolk papers. In 1900, as editor of the Dispatch, it was he who first suggested that the 300th Anniversary of the settlement of Jamestown, Virginia, should be celebrated by an Exposition at Norfolk, Virginia. He was subsequently actively interested in the movement to hold this exposition, and was made a director of the Jamestown Exposition Company. In 1906 he sold the Norfolk Dispatch and purchased the New Orleans Item, of which he is now President and Treasurer and principal owner. In 1910 he founded the New Orleans Weekly Item. The New Orleans Item is the leading newspaper in circulation and business in Louisiana. Mr. Thompson was a supporter of the Good Government movement in Norfolk, Virginia, that overthrew the Norfolk City ring and put in power the good government administration. Likewise in New Orleans and Louisiana he was instrumental in the launching of the Good Government movement in the Democratic party that overthrew the State ring in 1912 electing a reform Governor and Legislature and two United States Senators. Mr. Thomson is a member of the Protestant Episcopal Church and a member of several clubs and carnival organizations and societies. In politics he is a Democrat, and he has been identified with the progressive political movements from the time of his first interest in public affairs. He has never been a candidate for public office. On June 30th, 1915 Mr. James Thomson was married at Bowling Green, Mo., to Miss Genevieve Clark, only daughter of the Hon. Champ Clark, speaker of the U. S. House of Representatives.

**CHARLES ALLEN FAVROT**, of the firm of Favrot & Livaudais, Architects, son of Henry M. and Celestini (Dubroca) Favrot, born at West Baton Rouge, La., May 22, 1866. After receiving the usual common school or grammar education, took a course in engineering at the Louisiana State University, graduating in 1884. In 1885 entered the office of Jas. Trent, and in 1887 took a post-graduate course in architecture at Cornell University, New York. Member of American Institute of Architects and senior member of firm of Favrot & Livaudais, Architects. Was married to Miss Beatrice Freret of New Orleans on January 8, 1891, of this union there are five children, two girls and three boys.

**JAMES E. GLISSON**, Real Estate Promoter, was a law student at the breaking out of the Spanish-American war and abandoned his studies to volunteer and join "Hood's Immunes," in Company "A," Second U. S. Volunteers, saw service in Cuba with that Regiment. Elected Mayor Abita Springs, serving two terms; is a member of St. Tammany Lodge No. 1596 and also member of Loyal Order of Moose. Married November 29, 1902, Miss Caladonia Riels Maddox, and from this union there are five children, Ouida, James, Lucille, Edith and Margarite.

## A LARGE INDUSTRY IN NEW ORLEANS

It will probably be a surprise to many who read this to learn that there is more capital invested in the manufacture of beer in New Orleans than in any other industry, and the pay roll is a large factor in the general prosperity. It not only takes much capital, but a great deal of skilled labor is required and vast sums go to the farmers. The product of the breweries in New Orleans is not only sold locally, but throughout the South and exported to foreign countries. In return, this money is sent to New Orleans and distributed, through the employees of the breweries, to the people of this city and section. As stated there is probably no one other industry that contributes so largely to the upbuilding of New Orleans as her big, modern and successful breweries.

At large outlay of money, the local breweries have brought the standard of their beer up to a point where it is the equal of any beer made in the country, and the many thousands of tourists who visit New Orleans, "The Winter Capital of America," are loud in their praise of the national beverage that is set before them by the caterers in this city.







**MARSHALL BALLARD.** Managing Editor, New Orleans Item. Born in Baltimore, Md., in 1879, of Eastern Shore parentage. Son of Ruth V. Marshall and Samuel H. Ballard.

Trained in the public schools of Baltimore and in schools conducted by the Christian Brothers. Studied pharmaceutical chemistry under William Simon, in the Maryland College of Pharmacy.

Entered the Johns Hopkins University in 1895; received the Baccalaureat degree in 1898, after courses in which chemistry and biology were the principal subjects; spent two years further in special graduate studies in chemistry and geology.

First newspaper work was done as university correspondent for a Baltimore newspaper; afterwards served in several regular capacities as reporter and editor for The Baltimore American and The Baltimore News, acting as correspondent at various times for The New York Journal and The New York Evening Post, and other newspapers.

Retired from newspaper work to follow further scientific studies in the Johns Hopkins University; later became associated with Mr. James M. Thomson as editor of The Norfolk Dispatch, in Norfolk, Va. Came to New Orleans in same relation with Mr. Thomson at the end of the year 1906.

Married in 1910, Edith Loeber, M. D., daughter of the late Friedrich Loeber, M. D., a distinguished physician and surgeon of New Orleans. The couple have four children, two sons and two daughters.





ARTHUR G. NEWMYER  
BUSINESS MANAGER  
THE NEW ORLEANS ITEM





**PAUL JONES THOMSON**, Vice President and Assistant Business Manager of The New Orleans Item, in charge of its circulation, has been associated with The Item for the past eight years.

Mr. Thomson was born at Summit Point, Jefferson County, West Virginia, May 20, 1884. He is the youngest son of Dr. and Mrs. Augustus Pembroke Thomson. His early career was that of the usual boy on a farm.

He graduated from the Virginia Military Institute at Lexington, Virginia, as a Civil Engineer. Assisted in the location and construction of the Virginia Railway through Virginia. He built highway bridges across the Shenandoah River, Clarke County, Virginia. However, before that he had been associated with his brother in Norfolk, Virginia, on the Norfolk Dispatch.

Mr. Thomson has been one of the active elements in the marvelous growth of The New Orleans Item.

In a fraternal way he has been permitted to attain the 32nd degree in Masonry, having advanced that far since he came to New Orleans. He is a member of Jerusalem Temple Shrine.



# A BRIEF HISTORY OF THE NEW ORLEANS ITEM.

The New Orleans Item was founded June 11, 1877, and is accordingly in its thirty-ninth year.

It is the oldest afternoon newspaper in Louisiana and one of the oldest afternoon newspapers in the country. It is a successor to other afternoon newspapers that were printed in New Orleans prior to the Civil War, as well as following the Civil War.

The venture succeeded fairly well from the start, and shortly after its inception was taken over by John W. Fairfax, a leading broker and financier of New Orleans. Col. Fairfax operated the paper for some time and retained as editor Mark Bigney, one of the famous newspaper men of Louisiana and the South.

From its formation the Item took kindly to reform. Col. Fairfax, a man of vigorous intellect, gathered to The Item all of the talent that its income would warrant. He bought the paper with the idea of turning it over to his son. In this, however, he was disappointed as his son was bent on a financial career and went to New York where he became one of the successful business men of the metropolis.

It was during this period of Col. Fairfax's ownership that Lafcadio Hearn came to New Orleans and became connected with the Item. Hearn contributed a number of editorials to the paper. His discussions of local politics, local issues, local problems and of local needs written over thirty years ago is very much along the line of the Item's discussions of the present day needs of its community.

Col. Fairfax sold the Item after some vicissitudes. It was purchased by Dominick C. O'Malley, then head of a detective agency in New Orleans, and active in local politics. O'Malley purchased the Item in 1895 and owned it continuously for seven years. Under O'Malley's ownership the Item exposed what was known as the "Boodle Council" of New Orleans. It was identified with one or two successful reform movements in the city. Mr. O'Malley supported H. M. Pharr in his fight for the governorship this was 20 years ago. Mr. Pharr was elected governor of Louisiana by a majority of the people of the state, having its principal support among the white voters of Louisiana. It is commonly held that he was counted out.

Even at this time the Item had the leading city circulation among the newspapers of New Orleans. It has held this position practically without change during all the years that followed.

O'Malley sold the Item in 1902, to Harry Thalheimer, of Philadelphia, and Charles M. Palmer, of New York. Thalheimer operated the Item for about a year and determined to sell out and move to Ohio. Since that time he has become publisher of The Toledo Blade and owner and publisher of other newspapers.

Charles M. Palmer took over Thalheimer's interest in the Item and O'Malley retained a minority interest in the property. R. M. Denholme was made business manager and publisher and conducted the property until 1906, when Charles M. Palmer interested James M. Thomson and Marshall Ballard, of Norfolk, Va., in the New Orleans field. They, along with Mr. Frederick I. Thompson, of New York, purchased Mr. Palmer's interest in the Item and subsequently bought Mr. O'Malley's minority interest.

At that time the Item had the largest circulation of any newspaper in New Orleans and a city circulation somewhat in excess of that of The Times and Picayune combined. The paper commanded a substantial advertising patronage and was a leader in the afternoon field.

James M. Thomson subsequently purchased the stock of Frederick I. Thompson and became principal owner of the New Orleans Item. The present directorate of the Item consists of James M. Thomson, who acts as President and Treasurer and Publisher of the paper; Paul J. Thomson, Vice-President and Director of Circulation; Marshall Ballard, Secretary and Editor of the Item; and Arthur G. Newmyer, Director and Business Manager.

Mr. Thomson was born in Summit Point, Jefferson County, W. Va., in 1878; he is a graduate of the Johns Hopkins University, and from 1900 to 1906 was principal owner and publisher of the Norfolk Dispatch. Mr. Ballard, also a graduate of Johns Hopkins, was editor of that paper. The Norfolk Dispatch at the time they sold that property was the leading afternoon newspaper of Eastern Virginia and to-day as a component part of The Ledger-Dispatch is the leading afternoon newspaper of Eastern Virginia and one of the most successful newspapers in the country.

The modern, progressive editorial lines which these gentlemen had followed in building The Norfolk Dispatch were followed in the building of the New Orleans Item. That paper to-day has a press run in excess of 60,000 copies daily and in excess of 75,000 copies Sunday. It is the leading afternoon newspaper of the South and from many standpoints makes claim to being the leading newspaper of New Orleans and of the South.

Some three years after Messrs. Thomson and Ballard took charge of the Item, Mr. Paul Thomson became connected with it. Some five years ago Mr. Arthur G. Newmyer became business manager of the property. Mr. Newmyer has had extensive experience in the newspaper publication business, particularly in the advertising world. For many years he was connected with the publication of Mr. Frank A. Munsey, having been advertising and business manager of the Washington Times and general advertising representative of Mr. Munsey's chain of five newspapers.

In something over nine years of ownership and management The Item has held consistently to an independent course on local, state and national affairs and on all issues the paper has attempted to voice the convictions of its owners and editors.

Following the purchase of The Item by its present owners, the Morning World was started in the New Orleans newspaper field. This venture lasted about six months and when it failed The Item bought its presses and mechanical plant at that time the best in the City. The plant was moved from 336 Camp Street to Nos. 210-212 Camp Street. The growth of the paper has necessitated the leasing of two buildings, connecting on Common Street.

The Item has grown at an average rate of from 12 to 15 per cent a year in advertising and in circulation during the years it has been under its present ownership. An important feature of its business policy is that some years ago it excluded all fake advertising, including fake medical advertising, quack advertising and advertising that is dishonest.

From the first the paper stood for open circulation books. It was one of the leading advocates of the law which was finally passed compelling newspapers to submit sworn circulation statements to the postoffice department.

Editorially and in a business way, The Item introduced modern newspaper publication methods in New





Orleans. It has been a leader in almost every innovation and improvement in journalism in the New Orleans field.

The paper has stood uniformly for good government, for clean politics, for the right of the people to rule in their own affairs. The Item is one of the best known newspapers in America, not only because of the length of time it has been in existence and the lead which it has maintained in its field, but because of substantial achievements along editorial lines and in constructive journalism. Space does not permit a review of these here. The Item has not been edited from a business office standpoint. Wherever in its judgment the interest of the whole people ran counter to special interests. The Item has cheerfully sacrificed immediate gain to the interest of its readers.

The Item fought for and obtained universal free street car transfers for the people of New Orleans; it fought for and helped obtain lower electric lights and gas rates; better street railway service; it has fought for fair telephone, telegraph, express and freight rates for the people of New Orleans. It has fought for equitable tax assessments for the people of New Orleans and Louisiana; it has fought for a fair treatment of the Mississippi River at the hands of Congress. A noteworthy achievement of The Item was its fight to abolish wholesale race track gambling in New Orleans; this resulted in closing down the New Orleans race tracks and keeping them closed for a period of five years.

The owners and editors of the Item are Democrats. Locally and nationally they have used the influence of the paper to make the Democratic party a proper vehicle for obtaining popular rights. The Item has been identified with fights for the income tax, for the establishment of a regional banking system, for a tariff commission; and for a proper recognition of the South and Southern interests at the hands of the federal government. Several years ago the Item organized the newspapers of the South to run an all Southern automobile route from the Atlantic to the Pacific Coast.

The paper has long been a leader in the publication of matters of interest to women. Under its present management the Item has been a consistent advocate of woman suffrage.

The New Orleans Item is published in different editions for different clienteles—city and country. Some years ago the Item changed from a seven to an eight column newspaper. The afternoon editions for the city and immediate suburbs began publication at two o'clock in the day. The later editions for the country keep the Item presses busy until late in the evening.

From a newspaper standpoint New Orleans has a population of four hundred thousand people. The Item aims to cover this population more completely daily and Sunday than any other newspaper. The out of New Orleans section of Louisiana embraces 1,600,000 people. The Item serves this population with a larger daily circulation than any other New Orleans newspaper. The morning editions of the Item are on the breakfast tables in Lake Charles and Shreveport every day.

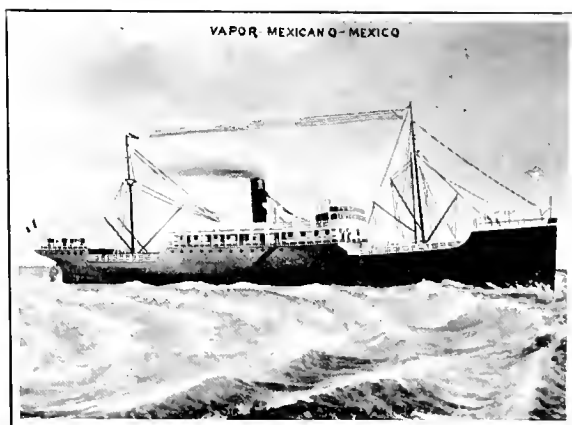
The Item is published to give the readers the maximum of reader time. The daily editions of the Item are printed in from ten to twenty page size, the pages eight columns each. The Item has the full daily afternoon report of the Associated Press. It has the exclusive use in the Louisiana territory of the National and Inter-national news service features, better known as the Hearst Service. It has special correspondents in all important centers of the country, covering the news of Louisiana and Mississippi—the Item territory, with special thoroughness.

Typographically and mechanically, the Item is modern throughout. It prides itself upon a loyal, capable and expert personelle in all departments of the business and has followed the general policy of putting on guard the most competent man in his field for his position.

The Item's Advertisement Department is an evidence of this. Few newspapers in America have reputations on a par with the Item for the possession of advertising knowledge, skill and mastery of commercial facts and business conditions in their own advertising field. Back of the clever and attractive advertising copy in the Item is the substance of actual acquaintance with the advertisers goods and the advertisers problem.

The Item's owners and managers have aimed to build a great institution adequate to serve the needs of between three and four millions of people who live within the natural trade radius of New Orleans and depend upon that city for metropolitan news service.

The Item is, broadly speaking, a newspaper not only for New Orleans, but for Louisiana and Mississippi. Year by year it has grown to be better recognized in that capacity, has become stronger and better able to express in a journalistic way the ambitions, the problems and the desires of these people.

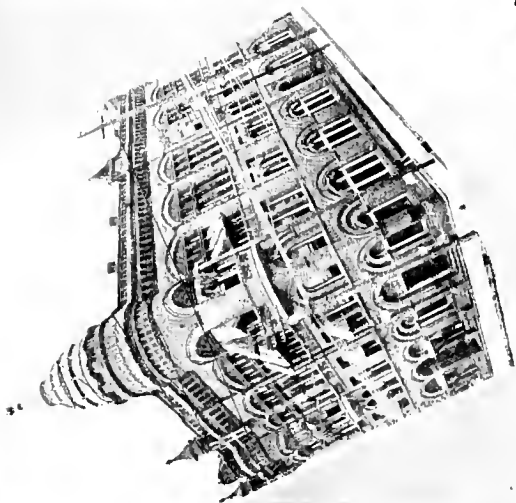


**MEXICAN NAVIGATION COMPANY**  
THE STANDARD WATER ROUTE TO MEXICO  
SAILINGS EVERY 10 DAYS TO  
VERACRUZ, PROGRESO & TAMPICO

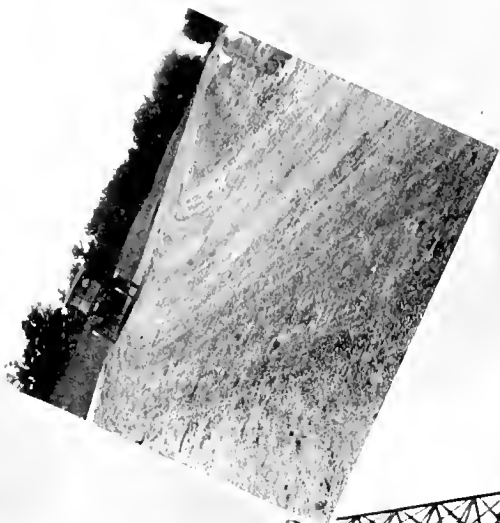




MAYOR GEORGE RILING OF LAKE CHARLES  
SULPHUR MINES IN CALCASIEU PARISH



CALCASIEU NATIONAL BANK  
OF SOUTHWEST LOUISIANA



GOOD ROADS SCENE IN CALCASIEU PARISH



# CALCASIEU PARISH

(BY WILLIAM E. KREBS)

Calcasieu Parish, the chief of a group of five parishes which make up the southwestern corner of Louisiana, is probably one of the widest known subdivisions of the State outside of famous old Orleans. The reasons for this are not hard to discover. It is as cosmopolitan as a great metropolis. Its citizens, from the very manner of its settlement, are gathered from every state in the union and from almost every country on the face of the globe, making its name a familiar one in their former homes and among their kinsmen. Some of its chief products, notably long leaf pine, lumber, and sulphur, are shipped to all parts of the United States and to many foreign countries. Moreover, the efforts of its people to develop its resources and the improvements they have made to secure outside aid in its development have extensively advertised it.

A brief chapter of Calcasieu history will suffice to show why it is cosmopolitan, and why it has attracted various groups and classes of pioneers, whose descendants have inherited their energetic and adventurous blood.

When Louisiana passed from alternating French and Spanish domination into the sisterhood of states, Calcasieu was a part of the "Attakapas country," embracing probably one-fourth of the present area of the state. The first white settlers were French—some from France direct, others by way of the land of Evangeline—and the growing of cattle on its vast plains was their chief industry.

Not long after Louisiana became United States territory, a boundary dispute arose between Spain and the United States, the latter claiming the Sabine River as the dividing line, and the former the Calcasieu River, called by them the Rio Hondo. In order to tighten its claim upon the disputed territory the United States made liberal offers of land to settlers, and this brought to Calcasieu stalwart sons of the old South—Tennesseans, Carolinians and Georgians—whose intrepid characters and long rifles did more to settle the boundary question than any display of force could have done.

Time passed; Calcasieu became an entity. The civil war wrenched the country to its foundations, and after it had ended came hundreds of veterans—both Union and Confederate—to dwell together in amity in a new land. Next came the development of the timber industry, and with it the sturdy woodsmen from the shores of the great lakes. Then vast areas of public land passed into private and corporate ownership, and hundreds of farmers from central and western states began to establish homes here. So each decade brought its quota of hardy and adventurous men, pioneering in their own particular industry.

The coming of all these groups of men, not only from widely separated states, but from far distant countries, has developed as remarkable a collection of resources as were ever found within an area of a thousand square miles.

The first great manufacturing industry to be developed in Calcasieu was that of lumber manufacture. Over one-half of its area was covered with great forests of long-leaf yellow pine upon which the ax of the woodsman had made little impression until the early eighties, when a group of Michigan lumbermen saw their latent possibilities. Others from other states joined them, until the manufacture of pine lumber became, and continues to be, the chief industry of the parish seat, Lake Charles.

So far as the present Calcasieu parish is concerned, little of the original pine is left standing, but its busy saw mills are reaching out by river and rail for timber supply from parishes to the north. The saw mill of the Calcasieu Long Leaf Lumber Company, one of a group of seven in this and adjoining parishes operating from the timber holdings of the Long-Bell Lumber Company, one of the largest mills in the south, is permanently built and equipped, and has many years supply of timber ahead. The J. A. Bel Lumber Company, one of the few controlled by native Louisianans, operates two large mills, one in Lake Charles and one thirty-five miles north, and has enough timber left to supply both for the next generation. Especially well supplied with standing timber is the Krane-Managan Lumber Company, whose holdings are sufficiently large to keep two mills busy for years. Other mills at Lake Charles have extensive holdings, and the lumber industry will continue to be in the lead in the community for many years.

Wonderful mineral wealth has also been developed in Calcasieu parish, and recent successes indicate that what has been done up to this time is merely a foretaste of greater wealth to come. Efforts to develop oil more than a generation ago led to the discovery of an immense bed of sulphur beneath a quicksand deposit in western Calcasieu. After several companies had tried and failed, the difficulties of mining were overcome by the genius of Herman Frasch, an eminent chemist, who organized the Union Sulphur Company. This company supplies the United States with sulphur, and could dominate the world market if desired, being able to produce chemically pure sulphur at a cheaper mining cost than can be done anywhere else in the world.

Geologists have ascertained that this is a "freak" deposit of sulphur, the like of which probably does not exist elsewhere in Calcasieu, or in any other parish or state; but petroleum territory of the parish is not so limited. Paying oil fields have been developed at Vinton and Edgerly, which had a combined output in March, 1916, of 12,000 barrels daily, and the indications of oil deposits are plentiful at many points in Calcasieu.

Calcasieu has also been instrumental in developing the greatest agricultural product of the gulf coast. Outside of a meager supply produced in the Carolinas all of the rice used in the United States was imported until thirty years ago, when a Calcasieu farmer hit upon the happy idea that rice could be grown upon high prairie land, on which water for irrigating purposes could be pumped; the rice to be harvested the same as oats or wheat after the water had been drawn off.

The result of this has been that rice has become a standard crop in the United States and is fast becoming, as it deserves to become, one of the standard foods of the people. The rice crop of the United States has increased a hundredfold since then. Louisiana produces half of it; and Calcasieu territory produces half of the half. The milling plant of the Lake Charles Rice Milling Company, located at Lake Charles, is one of the largest in the world and during the season of 1915-1916 handled more than two million dollars worth of rice. The building of this and of numerous smaller plants for the milling of rice, and the development of such lines of business as the Lake Charles Carriage and Implement Company to solve the implement problems of the rice farmers, have been strong factors for the upbuilding of the industry in Louisiana.

While these are the chief, they are by no means the only industries of Calcasieu parish. Nor are its resources fully developed nor its possibilities exhausted.

The production of naval stores, the utilization of saw mill waste, and the manufacture of lumber



beyond the rough state in which it leaves the mills, all offer possibilities to enterprising men and as far as the two latter are concerned, are practically untouched. There are thousands of acres of hardwood timber in Calcasieu and adjacent parishes with which nothing has been done. The manufacture of pine timber has completely absorbed the attention of the saw mill owners.

The immense output of sulphur and petroleum in the parish offers unequalled opportunities for the manufacture of chemicals and other products. The mineral resources of the parish themselves are but slightly known or developed. With the Gulf of Mexico but a few miles south, with splendid bottoms for the propagation of oysters, there is not enough sea food obtained from this inexhaustible source to supply the home market.

Some of the natural advantages Calcasieu offers to the farmer may be mentioned here.

An incomparable climate, in which the extremes range from maximum of ninety to one hundred degrees in summer to a minimum of a very few degrees below freezing in winter; a climate in which stock needs no shelter, and the farmer can work out of doors, if he wishes, every day in the year.

Adequate rainfall every month in the year; land well drained or susceptible of drainage; no floods and no destructive storms.

A variety of crops unexcelled anywhere in the world, embracing rice, corn, cotton, oats, sugar cane, all kinds of vegetables, strawberries, small fruits, figs, peaches, grapes and all citrus fruits.

Low priced land, on which crops may be grown continuously throughout the year; proximity to the great markets of the country, and railroad trunk lines in every direction, with fast freight service.

Calcasieu's improvements, wrought by the community, are no less remarkable than her natural advantages of soil and climate. As stated before, her transportation lines are plentiful, embracing the coast-to-coast line of the Southern Pacific, the New Orleans, Texas and Mexico Railroad, both the former from east to west; and the Kansas City Southern north to Kansas City and the St. Louis, Iron Mountain and Southern to St. Louis and Chicago. Lake Charles is the southern terminal of the last two named. The parish has hundreds of miles of navigable streams, and is traversed by the great Interoceanic canal from the Mississippi to the Rio Grande, which when fully completed will give access to New Orleans and the Texas ports by water, and will intersect all navigable streams in Southern Louisiana. Only one link, that between the Calcasieu and Mermentau Rivers, is lacking to complete this waterway from the Mississippi to the Texas line, and the letting of the contract for this work is now in progress.

Calcasieu parish also has the best road system in Louisiana and one of the best to be found anywhere, having just completed the expenditure of over a million and a quarter dollars in the construction of one hundred and seventy-five miles of permanent highways, extending into every section of the parish, and a bridge across the Calcasieu river at Lake Charles. Included in the highway system is a brick paved automobile highway across the parish from east to west. The maintenance and extension of this road system is in the hands of a highway department headed by a capable engineer.

Much pride is also felt by the people of Calcasieu Parish in their school system, upon which they spend, both in the city and in the country, more money than in all other departments of government combined. The country system includes a half dozen well-equipped high schools, and an agricultural high school at Sulphur with the most perfect plant and equipment of any similar school in the south. Wagonettes carry the pupils from a distance to these schools and their course of study is modern and thorough.

The surface of Calcasieu is mainly high prairie, several feet above the surface of the streams. Land adjacent to these streams is, of course, well drained; land further back is easily drained by means of drainage canals and laterals constructed at small cost. A number of drainage districts have been formed and are in operation in Calcasieu in order to give part of these lands perfect drainage.

The health of the parish is safeguarded by a health department headed by an expert health officer, who takes command of the situation wherever a dangerous case of illness occurs and gets it under control; and who also inspects the schools at stated intervals, sees that all sanitary precautions are observed, and keeps guard over the health of pupils and teachers. Wherever the population justifies it, rural mail service and rural telephone systems are in operation, and these facilities are extended to keep pace with the increase in rural population.

In all matters tending to increase the comfort, convenience and profit of country life, Lake Charles, the chief city of the parish, takes the lead. Lake Charles is a modern progressive city of 18,000, the railroad center of the parish, and connected with all parts of the parish by means of permanent, well-constructed highways which may be traversed every day in the year.

Lake Charles has ten miles of paved streets, a sanitary sewerage system, four white schools built two years ago at a cost of \$160,000 and a \$125,000 high school now building, to be completed in the early fall of 1916. It has a fine electric plant which lights the city and furnishes power for a modern street railway, an adequate water supply derived from artesian wells, handsome public and business buildings, and practically a hundred miles of concrete sidewalks.

For a mile along the lake bank in the heart of Lake Charles a park and driveway is to be constructed at a cost of \$80,000, much of which is being contributed privately. A municipal waterworks system to take the place of one now privately owned is planned when the waterworks franchise expires in the latter part of 1916. Lake Charles is governed by a city commission of three, headed by Mayor George L. Riling. The mayor and his colleagues are business men with no political bias or instincts, and they are giving the city an efficient and economical government.

Perhaps the feature about Lake Charles that most appeals to the population of Calcasieu is its readiness to aid in farming development. Its business men maintain the Southerwestern Produce association, a co-operative marketing bureau, which finds a market for whatever the farmer produces. A government demonstration agent helps him solve his growing problems. A canning factory, built by Lake Charles business men, is at hand to can his surplus products. The city furnishes fine banking facilities. The Calcasieu National Bank, with practically a million dollars capital, maintains branch banks throughout the Calcasieu territory and with its subsidiary, the Southwest Louisiana Farm Mortgage Company, is always ready to extend intelligent help to honest men who are developing Calcasieu's resources. Even in the matter of land titles the new resident is safeguarded by the Mayo Title Company, whose records are so complete that when two-thirds of the parish records were destroyed in a fire some years ago the company was ready to reproduce them if needed.

But it would take the whole Item Book to tell about Calcasieu and Lake Charles, and even then the visitor would be likely to find out that like unto Solomon and his glory: "the half had not been told."







W. H. SULLIVAN, MAYOR OF BOGALUSA  
AND MANAGING HEAD OF THE GREAT SOUTHERN LUMBER CO.





# BOGALUSA



OGALUSA, universally called the Magic City of the South, has justly earned the title, being one of the most progressive cities of the country. From a dense pine forest, unknown and unheard of, to a fast growing city of some twelve thousand inhabitants is a record to be proud of, especially when that record has been made in the brief space of ten years. Those men of thought and action who have made the Bogalusa of to-day have just cause to be proud of their efforts in the creation and building of this, one of the best cities in the State of Louisiana. Besides having the shops of the New Orleans Great Northern Railroad Company employing a large number of men, a million-dollar paper mill, several banks, a creosoting plant, and many smaller industries, Bogalusa has the largest lumber mill in the world, producing a million feet of yellow pine lumber per day. This picturesque city is situated in the famous Ozone Belt of Louisiana, seventy-two miles north of the city of New Orleans. On account of its ideal location, many flowing artesian wells and splendid sewerage system, this municipality is one of the most healthful in the country.

The amount of business done in Bogalusa is most substantial, as reflected in the receipts of the post office and other sources of record, these comparing most favorably with the larger cities throughout the State. Much of the progress and prosperity of this thriving city is due to the efforts and co-operation of the executive staff of the Great Southern Lumber Company, which company is responsible for the creation and making of the Bogalusa of to-day. This company, in selecting the site of what is now Bogalusa, made no mistake in their choice, as is shown by the wonderful strides of progress already made.

Large tracts of lands from which the forest has been removed are being marketed by the Great Southern Lumber Company on most liberal and attractive terms to homeseekers. In Marion County, Mississippi, on the line of the New Orleans Great Northern Railroad, near Columbia, they have some very attractive properties especially adapted to farming and stock raising. As this land is located sixty miles from the Mississippi River, it is not subject to overflow. The broad and liberal spirit of this company in the marketing of their farming lands to prospective settlers is reflected in the fact that a certain amount of lumber for building purposes is advanced on credit, at a very low rate of interest, based on the cash payment made by the purchaser. Throughout this entire region truck gardening and dairying are coming more and more to the front as among the chief industries.

In the city of Bogalusa much time, labor and money have been spent in water works and sewerage equipment, all of which has made the city thoroughly sanitary and one of the most healthful in the entire country. The Great Southern Lumber Company has given particular attention to the homes of its employees, and every white family enjoys electric lights, running water and bath rooms.

To supply the big mill at Bogalusa with logs for its enormous output, eighteen locomotives are kept in constant service. More than three thousand men are employed in the woods and at the mill, manufacturing and shipping "Bogalusa Brand" lumber to Northern and Eastern markets, as well as to foreign ports.

Bogalusa boasts especially of the Long Leaf Yellow Pine timber manufactured by the Great Southern Lumber Company, as this timber has no peer in the world's market for density, strength and durability. These timbers are especially adapted, therefore, for use in bridge and trestle work; heavy construction of all kinds, and wherever strength, durability and resistance to weather is essential. The Great Southern Lumber Company specializes particularly in the manufacture of timbers in accordance with specifications adopted by the Inspection Department of the Associated Factory Mutual Insurance Companies; the Southern Pine Association, and the American Railway Engineering Association. Each and every piece of timber manufactured in accordance with any of the above grades is branded "Bogalusa," which is a guarantee of the excellence of the stock; a safeguard to the customer, and an identification of the source from whence it came. Not only does the Great Southern Lumber Company specialize in the manufacture of "Bogalusa Brand" timbers, but is also in position, because of its facilities and large capacity, to supply promptly mixed cars of Yellow Pine yard stocks, flooring, mouldings, box shooks, lath, and all kinds of Yellow Pine for manufacturing purposes cut to size. All of this stock is likewise branded "Bogalusa," which assures quality and service.

Hon. W. H. Sullivan, the managing head of the Great Southern Lumber Company, is held in high esteem by not only every employee of the company, but also by every inhabitant of bustling, hustling Bogalusa, and as a reward for his untiring energy in building up and making the city what it is to-day, the people comprising Bogalusa have made him their Mayor.

Among the many agencies helping to boost Bogalusa, none stand higher than the **Washington Bank & Trust Company**. This Bank with a total of resources of more than a quarter of a million dollars, is recognized in the banking world as one of the solid institutions of the State. The Company pay especial attention to its Trust business and are enabled to act in any fiduciary capacity and are prepared to handle anything in this line.

The **First State Bank** is another of the solid banking concerns of Bogalusa. The oldest bank in Washington Parish, the First State Bank prides itself in the service rendered to its patrons in Bogalusa and other parts of the State. Under a very wise management, this banking institution has won a reputation second to none, and has contributed much towards the upbuilding and prosperity of Bogalusa. The Bank invites correspondence at all times and make a specialty of out-of-town deposits.



**Strug Brothers** are progressive tailors and furnish anything to be desired in clothing and gent's furnishing goods, shoes and Stetson hats. Operated by M. Strug and J. Strug, these gentlemen have built up a substantial business in their particular line and make a specialty in tailoring at common-sense prices that will appeal to every pocketbook. They carry a big assortment of Stetson hats and ladies' lingerie and are prepared to serve the trade with everything in their line. If they haven't in stock just what you want, make your wishes known and they will get it.

The **Ozone Ice Company** has a modern and up-to-date plant for the manufacture of ice and furnish to Bogalusa as good a service as that obtained in the larger cities, making a specialty of prompt deliveries and in running on full time, are enabled to furnish to a large number of customers of the city their daily requirements, besides the out-of-town shipments that they are called upon to fill. Especial attention is given to all out-of-town orders and if you send in an order to the Ozone Ice Company, you may be sure it will receive prompt attention.

**Morris Hyman**, in operating "**The Leader**," fills, a long-felt want in this thriving little town. With a due regard for a good quality at a low price, and believing in fair treatment to all, he has built up a good business in dry goods, notions, shoes, men and ladies' furnishings and ready-to-wear garments. Mr. Hyman has made himself popular in Bogalusa in catering to the wants of the public and if your purchases are not satisfactory, he will guarantee satisfaction.

**The Million Article Store**, operated by M. Marx, is one of the popular stores of Bogalusa, for here you can find anything and everything needed for household purposes, and if the store don't contain just what you want, they make it their business to see that your wants are fulfilled. Mr. Marx has built up a good business in collecting up the smaller articles that we need daily and does a big business.

**Berenson Bros.** keep and operate one of the best groceries in the city and are prepared to furnish staple and fancy groceries at rock-bottom prices at all times. Carrying a large stock of general merchandise and catering to the best of the trade, these gentlemen may be counted on for the very best in their line, furnishing, as they do, a prompt delivery service, and if the order delivered at your door is not right, they may be relied on to make it right.

**Harry Marchiz**, the popular tailor, whom everybody knows and who makes the clothes for the leading men of Bogalusa, is kept busy making his numerous orders in and out of the city. He makes the very best suit to be had at a common-sense price, fifteen, eighteen and twenty dollars, and always guarantees satisfaction. Harry is very popular in Bogalusa and is well liked by a large number of patrons in the city of Bogalusa.

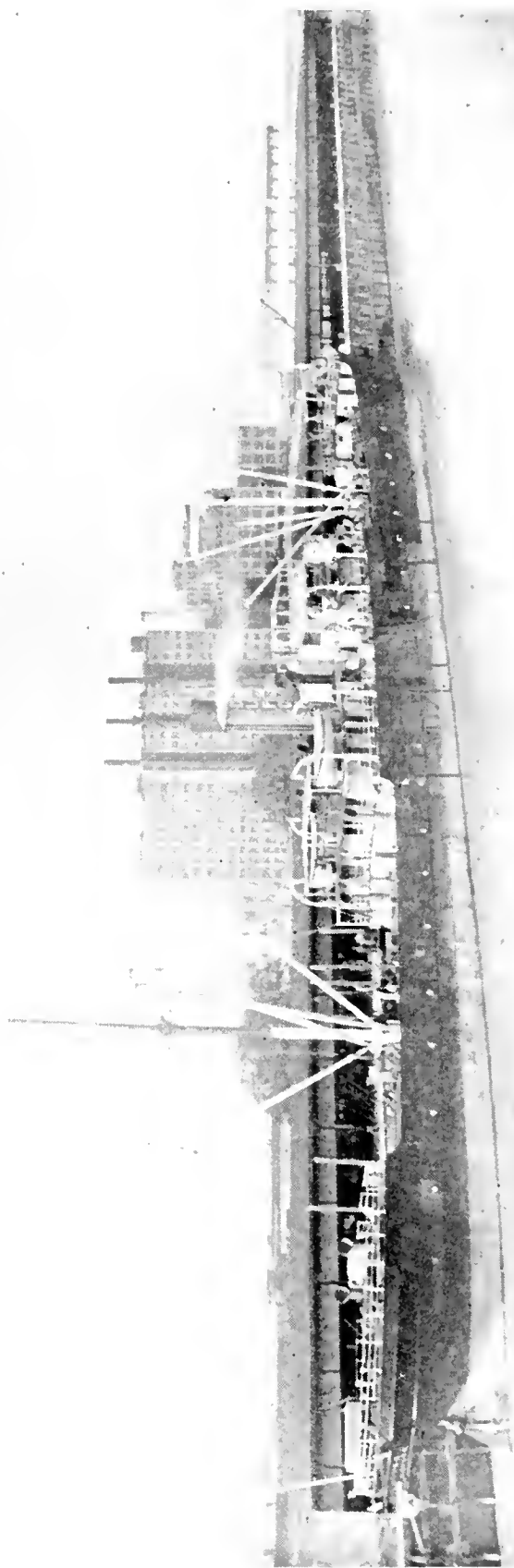
The **Bogalusa Steam Laundry** is one of the leading institutions of the city, and send you back "everything but the dirt," making a specialty of cleaning and pressing, and because of their up-to-date equipment, are enabled to wash and clean the most delicate fabrics without injury, and do a large business not only in Bogalusa, but to out-of-town customers. The laundry is operated by Paul and Louis Levert and these gentlemen may be relied on to render the best of service at all times.

At the furniture house of **Heiman Brothers**, successors to Heiman & Burglass, Inc., may be found everything necessary in furnishing the home, from the kitchen up. These gentlemen are located on the Columbia Road, next to Berenson Bros., and carrying also a special line in jewelry, do a large business in furnishing most of the citizens of Bogalusa in everything required in their line. They constitute one of the reliable business concerns of Bogalusa.

**Mr. H. B. Yeager** is one of the prominent men of hustling Bogalusa, and has contributed much of his time, labor and brains in making the Bogalusa of to-day. Mr. Yeager is one of the popular men of the city. He is the general superintendent of the Great Southern Lumber Company.

**Mr. T. A. Magee** is the watchful guardian of the homes of the citizens of Bogalusa as the head of the Police Department, being Chief of Police, and is peculiarly adapted for the position which he holds by virtue of his long experience as a deputy sheriff. He is right on the job all of the time and is the right man in the right place. The crooked element give Bogalusa a wide berth when they float down to Louisiana for their usual winter stay because it isn't a healthy place to ply their several vocations.





CHALMETTE REFINERY OF THE AMERICAN SUGAR REFINING COMPANY. AT NEW ORLEANS  
ALSO VESSEL UNLOADING AT NORTHEASTERN TERMINALS





# LOUISIANA SUGAR INDUSTRY.

Few people are able to frame an adequate mental picture of the sugar industry of Louisiana.

To say that the state produces 300,000 long tons of "sweetness" in a normal year, or that the sugar product is worth \$35,000,000 annually to those producing it, or even to say that the capital invested in the industry reaches the stupendous total of \$300,000,000, is to throw on the canvass of the mind merely a mass of color that fails to stir the imagination.

This is an age of record-smashing figures, and the mind numbs when nothing but cold arithmetic is brought into play.

Millionaires' palaces there are on St. Charles Avenue built of the profits of the King of Louisiana's industries, as well as sky-scrapers on Gravier Street and department stores on Canal street.

Country homes have been built or acquired on the Gulf Coast or the mountains of Tennessee and North Carolina; automobiles have been bought, and the excellent highways on which they spin have been built; and innumerable improvements for the comfort and convenience of Louisiana's population have come. And Sugar has been, chiefly, the liquidator of the bills.

It is in considering how science and capital combined have brought these magnificent results about, how hard-headed engineering skill, energy, ambition, the industrial desire to do and dare, have built up, slowly, patiently, an industry that is a giant in proportions, that the mind is awakened into an enthusiasm.

Of all Louisiana's many profitable branches of agriculture, the sugar cane industry is minutely the most important, not only on account of the huge annual returns to those engaged in it, but because of the unique position it occupies in the economic life of her people, nearly half of whom are interested directly or indirectly in its development.

More than any other one industry it has upheld the commercial dignity of the state, has been the chief factor in exploiting her to the world at large. At times, indeed, it has been practically her one source of wealth, the impenetrable bulwark of her industrial life.

Sugar was first made in Louisiana in 1795, though sugar cane was introduced into Louisiana in 1751 by the Jesuit Fathers from San Domingo, who had built up in that country a considerable industry. Its use, prior to 1795, was confined to the manufacture of rum and syrup.

The cane grew well in the rich humus of South Louisiana, but all attempts to manufacture sugar from it were abortive, until 1794, when Don Antonio Mendez succeeded in extracting sugar from cane. Three years later Etienne de Bore made such a large crop of sugar that many were induced to go into the industry, and it is to him that the real credit of being the father of the industry belongs.

Between that crude industry of 120 years ago, and this year of 1916, when Louisiana boasts of the most modern sugar plant in the world, the Chalmette Refinery of the American Sugar Refining Company, which also, is the second largest in the United States, has been written a record of marvelous human achievement in the art of making the article that now is one of the most important of foodstuffs.

The important early periods of the history of sugar in Louisiana were in 1820, when the production reached a total of twenty million pounds, in 1830, when steam was introduced in the mills as the source of power, in 1854, when nearly five hundred million pounds were produced, and in 1882, when the centralized plant had its birth.

The later epochal stations were in 1892, when the United States Government, foreseeing the advisability of lending substantial aid to the Louisiana planter offered substantial bounties on all sugar manufactured in the country, and in 1910 when the Chalmette Refinery, introducing the last words in engineering and chemical formulas, was opened.

The Louisiana sugar planter always has been a potent factor in the development of the state, distinctive in his type and representative of her best class of citizenship. With characteristic progressiveness, he has been quick to introduce new methods in culture or in the manufacture of the raw product, all things considered.

He has not only improved his lands by an intelligent rotation of crops, but he has cultivated and fertilized them more thoroughly than had been the custom, and he has eliminated many sources of waste. He has begun to compute the amount of sugar that could be manufactured from a ton of cane, and to put cost gauges on all the steps of production and manufacture.

Progress in the last ten or fifteen years has been notably fast, and when the industry was at its height a few years ago there was nearly 200 sugar plants, large and small, in the state and more than one thousand individual growers.

Very few people have even the remotest idea of the great investment that a sugar plantation represents. The average large sugar planter pays out in wages alone from \$100,000 to \$250,000 annually. Good sugar factories cost anywhere from \$150,000 to \$600,000, and have to be renewed almost entirely every ten or fifteen years.

One 10,000-acre plantation in Lafourche Parish might be cited. This plantation has 3,400 acres in cultivation to sugar, has an annual pay roll of some \$150,000, has a sugar house valued at \$300,000, has 35 miles of 3-foot gauge railroad with three 17-ton locomotives, 262 freight cars of from five to ten tons capacity, and a mill that grinds about 1,200 tons of cane daily.

This institution, employing from 800 to 1,000 men the year round, gives living to a population of more than 2,500 souls. Experts are employed to keep accurate tab on all items of cost, such as plowing, hoeing, ditching and cultivating, harvesting, fertilizing, freight, depreciation in implements and factories, and the like.

In the inevitable evolution of the sugar industry of the state, the establishment of large refineries equipped with the most modern of machinery, with capacities so large that costs are cut to a minimum, and with buying and selling organizations and connections so adjusted that market demoralization is almost unknown, has been a consequence.

Five large national concerns by the sugar crop of Louisiana, the chief one being the American Sugar Refining Company, which takes an average of 60 per cent of the output. The Chalmette plant of this Company, located on the outskirts of New Orleans, has a capacity of 600,000 tons of sugar a year. In normal years Louisiana contributes about 275,000 tons of this. The plant has a fine steel dock 800 feet long and



so feet wide, with a minimum of 30 to 35 feet of water. Its filtering plant has a capacity of 6,000,000 gallons a day. The shipping facilities permit the loading and unloading of 100 cars a day without disorder.

The Chalmette Refinery gives steady employment to about 1,500 men. When the machinery is not working on Louisiana sugars, it is busy with sugars imported from Cuba, Porto Rico and the Central American countries.

The sugar belt of Louisiana embraces some twenty-four parishes or parts thereof, of which the most important, in order, are St. Mary, Lafourche, Iberia, Assumption, Terrebonne, Iberville, St. James, West Baton Rouge, Ascension, St. John, Lafayette, St. Martin and Plaquemines.

The industry stands out as Louisiana's contribution to the national programme of war preparedness, and as such is entitled to every degree of aid and conservation that the state can give it. It is an admitted fact that sugar is an essential part of a soldier's diet. Cane growers, the manufacturers of raw product, and the refiners, operating on the twentieth century principles of co-operation, have interests that by any fair analysis are mutual. Given encouragement by wise state and national legislation, they will prove their worth to the nation if perchance the country is embroiled in a foreign war and must fall back on its own food supplies.

In our own Civil War and in the Franco-Prussian War, sugar formed an important part of the soldier's food. In the Boer War, England found sugar, especially in the form of candy, of peculiar service in keeping up the spirits of her soldiery, and in the early months of the present giant European conflict, Germany ascertained that a regiment finished a forced march on a twenty-four hour diet of sugar alone in much better physical condition than another regiment supplied with the regular army rations.

Sugar, in the estimation of men closely connected with the state's industrial, will remain Louisiana's leading "money crop" for some time to come. Year by year the growing of sugar cane and the marketing of the cane or the raw sugars, are becoming more profitable through the modernizing of methods. Co-operation in producing and in refining has lessened risk, decreased costs and stabilized markets. Efficiency has come to be recognized by the planter as something quite as valuable to him as to the manufacturer of shoes or hats. Transportation by railroad and by canal or river barge from field to mill and refinery has been cheapened.

The sugar industry of Louisiana has all the aspects of a great manufacturing industry. Farmers in the grain and cotton belts harvest the raw products out of their fields, take them to markets convenient everywhere, and there the interests of the growers practically ends. A bale of cotton, or a bushel of corn or wheat is a commodity that is salable in any market, at prices almost uniform throughout the United States.

How different is the case of the cane planter! His interest in his crop is far from ended when the stalks are stripped and cut and hauled out of the fields. It must go through the processes of manufacture before it is of any use to anybody, except those few in the market for raw cane. Or it must be made into raw sugars in the grower's own factory, and then its markets are limited to the refineries. In a few instances the plantation is equipped with the sort of plants able to manufacture a completely refined product.

These circumstances indicate that the relations between the planter, the raw sugar manufacturer and the refiner are exceedingly close. A harmonious relation means greatest benefit to all three, certainly no less to the grower than to the refiner.

Cities or localities seeking to increase their manufactures are usually advised by the experts in these fields to stimulate those for which the community is specially adapted, or to which it is able to extend superior natural inducements. In South Louisiana conditions exist that peculiarly are advantageous to the growing of sugar cane and the manufacture and refining of sugars.

Alluvial deposits have been gravitating here from the North for a hundred thousand years. Then came ten thousand years of vegetation, with consequent humus. The result is a soil from one hundred to nine hundred feet deep—rich beyond the power of pen to compute. In such soil cane flourishes.

Railroad lines and canals, bayous, lakes and rivers intersect the south part of the state so thoroughly that transportation for raw or manufactured product is cheap and convenient.

Then, when the sugar is bagged or barrelled, ready for the consumer's kitchen or table, steamship lines come to the door of New Orleans to take it to the world's markets, a great national river system places the markets of a rich agricultural and manufacturing valley within easy reach, and to the remainder of the nation run the transcontinental railroad lines going through New Orleans.

King Cotton, some years ago, returned more actual money to the state than sugar, but cotton is a vacillating monarch, sometimes prodigal in his gifts, at others more penurious than King Midas himself.

And it is when King Cotton has failed to justify Louisiana's right to a ranking position among the sister states of the Union, that Prince Sugar has silhouetted his mighty shadow across the industrial map of the nation, compelling the attention of the world to the greatness of Louisiana.





FOR THE BUILDING OF YOUR HOME. YOUR PLACE OF BUSINESS, OR FOR INTERIOR FINISH, OR STREET PAVING

YELLOW PINE QUALIFIES:



# YELLOW PINE INDUSTRY OF THE SOUTH

Every Southerner knows that the manufacture of lumber is one of the foremost industries of the South and that Southern Yellow Pine is the principal commercial wood of the region. But how many of us, familiar as we are with our native pine, know that it is not only one of the most plentiful varieties, but is the most useful wood that grows, as well?

Southern Yellow Pine has such a vast number and such a great variety of uses that the average person has little conception of the important part it plays in almost every phase of the daily life of the world. Definitely restricted in the area of its growth, Southern Yellow Pine's good qualities are so varied and its adaptability so superior that its distribution as lumber is limited only by the confines of civilization and the facilities for transportation. In America its place in manufactures and building construction is such that more than 36 per cent of all the lumber consumed is Southern Yellow Pine, while enormous quantities go to Europe, South America and Africa. Its annual production more than 16 billion board feet is nearly three times as great as any other one wood and equal to the combined production of the four other most useful woods.

In addition to its universal use in the manufacture of paving blocks, it occupies a place of first importance in every kind of heavy construction—for piling, ties, trestles, poles, trusses, beams, sleepers, joists, columns, rafters, sills wherever great strength and endurance are essential. It has a multitude of uses in manufactures—the "important" factory uses enumerated in Kellogg's "Lumber and Its Uses" including more than 150 factory made articles. It is practically the only "all purpose" wood extensively used in general house construction, supplying every requirement in framework, siding, flooring, ceiling, sheathing, sash and doors, rails, spindles, newel posts and every variety of dressed or turned exterior and interior finish. It is also used in making furniture, toys, woodenware, slogs, lath, shingles, tanks, and household helps. Because of its strength, density, even grain and workability it lends itself to more varied uses than does any other wood.

Southern Yellow Pine has been in popular use since the first settlement in America; and public buildings, homes and country buildings constructed entirely of this wood 100 or even 150 years ago are still in good state of preservation. Its long use and perfect record as a building and structural material makes this wood more popular today than ever before for almost every building purpose, either for inside or outside use. Old Midway Church, Screven County, Georgia, is one of the oldest wooden structures in this country. It has given nearly 200 years of service and is still in use. It was built of Southern Yellow Pine.

The following in which the figures quoted are from Government statistics and absolutely accurate—are only a few of the many ways in which Southern Yellow Pine proves its marvelous adaptability, in the multiplicity of ways in which it serves humanity it is unique, in a class by itself.

The manufacture of boxes and crates consume 10 per cent of the total annual lumber output of all woods in the United States, and Southern Yellow Pine provides the material for one-fourth of all such products.

In railway car construction the annual consumption of lumber is 1,260,000,000 board feet—and Southern Yellow Pine supplies 54 per cent of it.

In the manufacture of agricultural implements—plows harrows, cultivators, drills, planters, threshing machines, rakes, etc.—300 million feet of lumber is used annually, and over 30 per cent of it is Southern Yellow Pine.

In ship and boat building 200 million feet of lumber is required every year—and 33 per cent of that is Southern Yellow Pine.

Of wood paving materials and conduits 86 per cent are Southern Yellow Pine.

In the manufacture of trunks and valises, which requires 75 million board feet of lumber annually, Southern Yellow Pine supplies 20 per cent.

In machine construction—steam shovels, hoists, cranes, well drills, dredges, crushers, presses—in which the wood used "must possess strength, toughness and durability," Southern Yellow Pine supplies more than 33 per cent of the wood used.

In the building of freight and passenger elevators, which consumes 10 million feet of lumber each year, Southern Yellow Pine supplies 36 per cent.

In the manufacture of playground equipment 16 per cent of all the wood used is Southern Yellow Pine, and in the making of scales and weighing apparatus 24 per cent of the wood required is that same species.

Without going into further detail, a few of the remaining classifications where Southern Yellow Pine finds use are: furniture, fixtures, vehicles, woodenware, tanks, caskets and coffins, refrigerators and kitchen cabinets, excelsior, laundry appliances, shade and map rollers, picture frames and moldings, sporting and athletic goods, patterns and flasks, plumbers woodwork, electrical machinery, clocks and signs and supplies. This will give some idea of the variety of uses of "the wood of service." In the Government Bulletin, "Uses of Commercial Woods of the United States," it is said of Southern Yellow Pine





"In a large part of the country it is so universally used that there are few places of importance it does not fill."

Because Southern Yellow Pine is dense grained, strong, stiff and tough, it is unequalled as a material for silo construction. Its great durability is due to its fine, even, compact grain and the fact that it contains a quantity of pitch and resin, natural repellants of moisture and decay. The oldest silos in existence, still in use, are wood. The oldest wood silos in existence, still in use, are Southern Yellow Pine.

The modern pavement and one that is becoming more popular every year is made of creosoted wood blocks. Probably 90 per cent or more of all the wood block paving in America is Southern Yellow Pine. Wood blocks make an ideal floor for factories, machine shops and warehouses as well.

Southern Yellow Pine makes a perfect interior finish wood because of its striking grain and beautiful texture, which makes it particularly suited to use in fine joinery and high varnish finish, while it takes paints and stains perfectly. Southern Yellow Pine does not "fuzz up" nor show "knife marks" in the planing mill process, therefore it requires less labor and expensive hand scraping to secure smooth, satin-like surfaces. It is bright and attractive in color and its general beauty and utility is surpassed by no other wood, not even the most expensive hardwoods.

The beauty of the figure of Southern Yellow Pine has only of late years been properly appreciated. During the past few years there has been a remarkable development of the use of Southern Yellow Pine for face veneer, especially in door making and built-up panels for interior wood work. Southern Yellow Pine is one of the most foremost woods in the veneer industry. The annual consumption of that wood in the veneer industry is about 40 million board feet and in 1915 it lead in quantity poplar, cottonwood, oak and birch. It was surpassed by red gum alone. The bulk of this veneer was used for orange and lemon boxes.

If protected by standard automatic sprinkler equipment, the economical "mill constructed" building of Southern Yellow Pine is practically as free from fire danger as the most expensive building of non-combustible materials, and commands usually an equally low insurance rate.

One of the newest and at the same time most satisfactory uses of Southern Yellow Pine is in the construction of Motor Speedways. The best modern speedways in America are now built of wood, since racers have found that they can attain a greater speed with more safety on a wooden track than was possible on the old tracks. The great Sheephead Bay speedway cost \$3,500,000 and used 6,500,000 feet of lumber, of which 3,000,000 feet of Southern Yellow Pine 2x4's placed on edge went into the track alone.

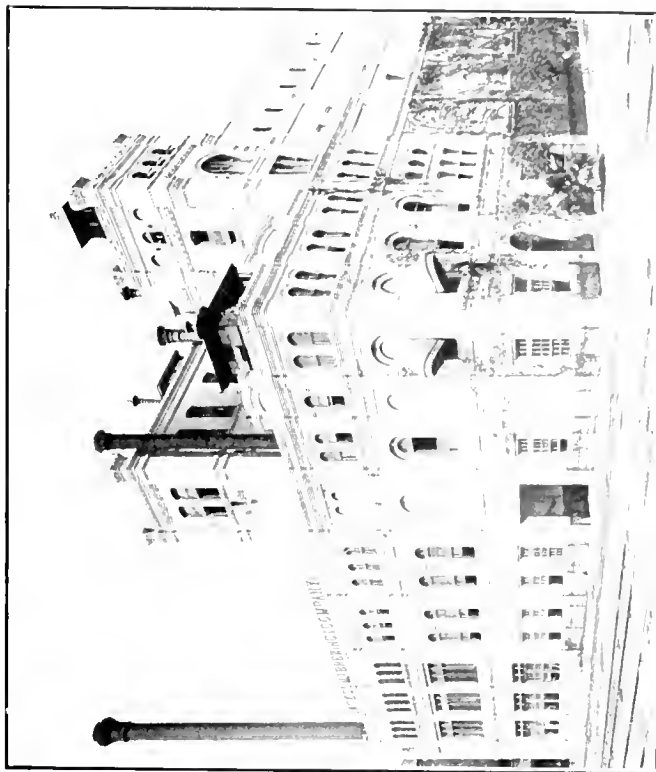
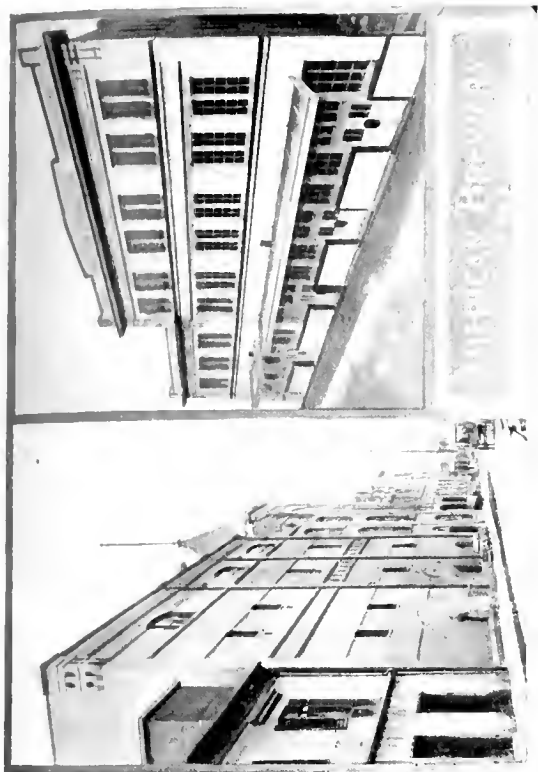
Mention has been made of the extensive use of Southern Yellow Pine in ship and boat building, but it has remained for the present war to develop a new use for that wood. Not long ago 5,000 submarine destroyers were built by one of the great European powers. They were built of heart Southern Yellow Pine. These boats are 70 feet long, carry a crew of seventeen men and are driven by the most powerful gasoline engines ever designed. They have a speed of 48 miles per hour. The warring nations of Europe have used huge quantities of Southern Yellow Pine and the demand bids fair to be gigantic after the war.

Southern Yellow Pine surpasses all other woods also in the variety and value of by-products recovered from it. Some of these are: Wood pulp, pulp boards, paper, paper bags, paper twine, excelsior, turpentine, resin, tar, pitch, charcoal, pine oil, ethyl alcohol, pyroligneous acid, an oil of balsamic odor, ether, varnishes, terpineol, pine wool, cattle feed, and it is not improbable that acetic acid, wood alcohol, acetone and producer gas can also be obtained.

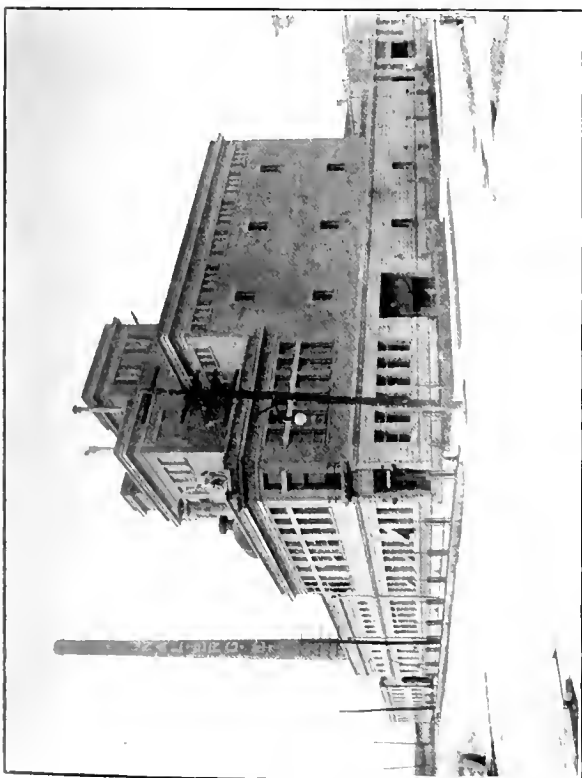
Southern Yellow Pine has a high heat value. One cord of seasoned wood being equal to a ton of good coal. Heavy pitch pine may be almost equal, in heat value, to the same weight of good coal.

The toughest wrapping paper produced is made from Southern Yellow Pine wood pulp. Of all the excelsior produced in America, necessitating the consumption of 100,000,000 board feet of lumber annually, 15 per cent is Southern Yellow Pine. From the sap of the wood comes turpentine, resin, tar and pitch, their production a gigantic industry in itself. The pine needles when boiled in a strong solution of alkali produce pine wool, which is woven into fabrics and used in upholstery.

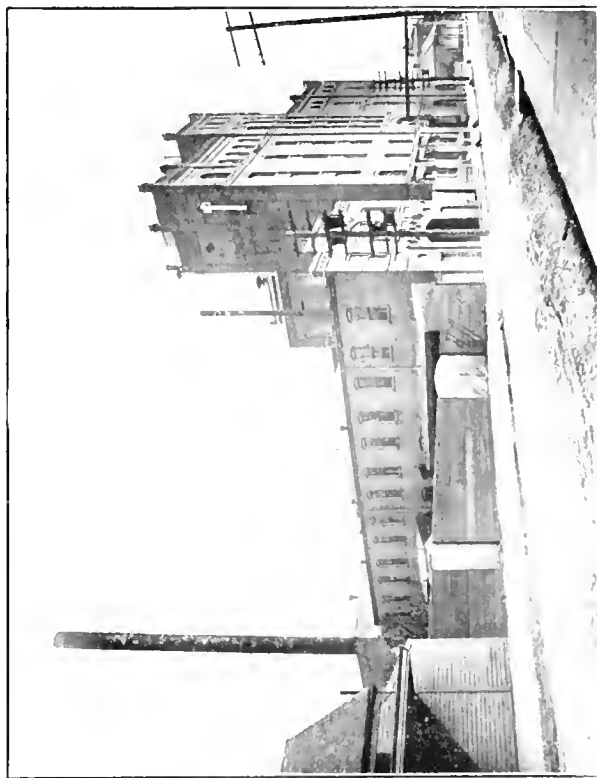




JACKSON BREWERY NEW ORLEANS



NATIONAL BREWERY NEW ORLEANS



STANDARD BREWERY NEW ORLEANS



# SOUTHERN PACIFIC LINES

## TRAVERSE THE BEST SECTIONS OF THE SOUTH

The Southern Pacific Lines in Louisiana, operating west out of New Orleans, serve what is possibly the most fertile and productive section of this great State. The lines in question traverse what has always been known as the "Sugar Bowl" of Louisiana and a territory that for many years has been prominent in the fact of its wonderful plantations, rich alluvial soils, and thriving progressive up-to-date communities.

The sugar sections begin on the west bank of the Mississippi River where the crossing of the lines is made at Avondale and continue, with but one or two small breaks, until the town of Lafayette is reached, a distance of one hundred and forty-four miles from New Orleans.

Lafayette is in the center of what is known as the "Attakapas" country, the name being derived from a tribe of Indians that occupied this fertile area at the time when the State was originally settled.

South of Lafayette, the wonderful semi-alluvial prairie gently slopes to the Gulf of Mexico, while north of the thriving little city, also a passenger terminus of the Southern Pacific, the country is penetrated by what is known as the Alexandria branch of the system. Here is a wonderful region of farm lands, nearly all occupied in the cultivation of sugar, corn, cotton, feed and forage crops. This territory runs to the Red River and is characterized by a mixture of the Red River valley soils with the equally fertile sandy loams.

West of Lafayette, following the main line of the system, begins the wonderful upland rice fields which have made Louisiana famous the country over. These rice fields have taken the place of the flat, level prairie, which, while distinct from the alluvial and semi-alluvial soil, it is capable of a high state of cultivation and production. Fine rice plantations and rice mills are features of this section until the Texas line is reached.

North out of Lafayette operates the Baton Rouge line connecting with the Illinois Central at Baton Rouge, the State Capital of Louisiana, and connecting also with the Port Barre branch out of Cade. Both of these branches tap a splendidly developed section of the State.

The Napoleonville branch running from Schriever station north; the Houma branch operating south from the same point, and the Lockport branch diverging south from the main line at Raceland, penetrate additional sections of the sugar producing area, serving the towns of Lockport, Houma, Thibodaux and Napoleonville.

South from Baldwin a branch line serves the wonderful rock salt mine at Week's Island, while another branch south from New Iberia serves Avery's Island, where is located one of the most remarkable salt deposits in the world, and one which has been operated since the civil war.

West of New Iberia, what is known as the Abbeville branch, traverses a splendid territory in which is produced sugar, corn and rice, intersecting the main line at Midland and running north to Eunice. This particular region, while devoted to general farming, has largely specialized in rice production.

South and east of Lake Charles, the Lake Arthur branch of the system taps and serves another great rice section.

While the "Sugar Bowl" has been a distinct and profitable feature of Louisiana agriculture for many years, and the lands are among the most fertile in the world, there is a splendid opportunity for the small farmer, both in the cultivation of sugar, and in diversified farming, intensive stock and hog growing. Lands are reasonable in value and cheaper, in proportion to their capacity, than any lands in the United States.

The territory immediately surrounding Lafayette, north as far as Alexandria, and south taking in much of the Abbeville branch, is ideal in its attractions, opportunities, and products, for the man who desires to make his home in a wonderful country and practice farming on a small scale, while the prairies west of Rayne offer every inducement to the farmer who would either specialize in rice or engage in general farming. Holdings may be secured at extremely low values.

The rainfall and climatic conditions of the entire section of the State traversed and served by the Southern Pacific Louisiana Lines, effect a combination difficult to excel. The farmers are practically assured of their crops and may proceed with their operations with a certainty that there will be no absolute failure because of a lack of rainfall or because of unusual or abnormal conditions.

Proceeding west from New Orleans, the thriving towns of Thibodaux, Houma, Napoleonville, Morgan City, Patterson, Franklin, Jeanerette, New Iberia, Lafayette, Rayne, Crowley, Jennings and Welsh are adequately supplied with educational and religious facilities, many handsome schools and church buildings marking the enterprise and zeal of the citizens.

The same conditions obtain in the towns of Opelousas, Washington, St. Martinsville, Breaux Bridge and Port Barre, north of Lafayette on the branch lines. Alexandria, the terminus of the Alexandria branch is a splendid little city with many handsome improvements, while Lake Charles, possibly the largest city on the Louisiana lines, is the center of a large lumber producing territory and has a marked industrial development.

West of Lake Charles, and near the town of Sulphur, is located the largest sulphur producing mine in the world. Near Vinton, a progressive community in the same locality is one of the great Louisiana oil fields.

The Southern Pacific lines in Louisiana furnish possibly the best service, both freight and passenger, enjoyed by any section of the State. Five trains operate in each direction between New Orleans and Houston daily. Additional trains operate to and from New Orleans and Lafayette, similar service being in effect between Lafayette and Houston, making a total of fourteen trains daily on the main line. Adequate service is operated over all branch lines connecting with the main line trains in such manner as to give patrons of the system the best and most convenient method of travel.

Persons desiring information covering freight and passenger traffic should address the following officers at New Orleans: Mr. Chas. S. Fay, General Freight Agent and Mr. Jos. Hellen, General Passenger Agent. For information regarding possibilities for agricultural and industrial development, farm lands, etc., address Mr. H. M. Mayo, Manager, Industrial, Immigration & Advertising Bureau, Houston.





T. & P. TERMINAL STATION

## THE TEXAS & PACIFIC RAILWAY IN LOUISIANA

The line of the Texas and Pacific Railway is confined to Texas, Louisiana and Arkansas territory, having as termini, El Paso, Texas, the largest city on the Mexican border and New Orleans, La., the greatest combined ocean and river port in America.

The total mileage covered by this great system is 1,941.07. The main line absorbs 1,219.61 miles of this total trackage while the remaining 721.46 is taken up by branch line feeders.

The Texas and Pacific Railway has seven branch lines in Louisiana covering 386 miles, which with the main artery, enables it to reach, traverse and serve twenty-one parishes in the State. Of these twenty-one parishes nineteen have their county seats located on this road.

The three largest cities in the State, New Orleans, Shreveport and Alexandria, are intimately related commercially with the Texas and Pacific Railway, which is one of their main trade thoroughfares.

The people of New Orleans claim this railroad as one of their home institutions and one of their valuable assets.

The executive offices of this line are located in New Orleans, where it has lately expended approximately four and a half million dollars in extensive and highly improved terminal facilities.

The Texas and Pacific rails reach the West bank of the Mississippi at a point nearly opposite the center of the forty-mile harbor, where within a few blocks from the river-front, it has built the most costly, the best equipped and most conveniently arranged passenger depot in the South.

The New Orleans terminal property comprises thirty city blocks, furnishing ample space to supply terminal facilities for the future great development of New Orleans, the great gateway to the Mississippi and the sea.

The Texas and Pacific has so closely identified itself with Louisiana, by the wide diverging territory that it covers, and by close official contact with its people, that it has become part and parcel of its agricultural and industrial life.

By following it through the parishes, one cannot fail to realize that it has a field for development and growth that is not excelled by any other line in the State.

The greatest possible agricultural and mineral wealth of the State lays right in its path. Its contributing territory is perhaps the richest agricultural section in the entire world.

For 200 miles it crosses almost the entire length of the State. It follows closely the West bank of the Mississippi, whose lands carry a greater potential productive power than any other river valley in the world. In addition to this it has, as tributary territory the valley of the Red River and the Atchafalaya, which perhaps have no superior in America. The main line of the Texas and Pacific follows closely the Red River to almost the Northern border of the State, while it throws out its branches in and around all the most fertile lands on the Atchafalaya.

In addition to these rich river silt-deposits, there is a great variety of other good lands, such as cut-over pine in North Louisiana, cut-over cypress in South Louisiana and great tracts of prairie in middle sections of the state.

The greatest mineral wealth-producing asset of the State of Louisiana is its gas and oil. The Texas and Pacific Railway runs right squarely through these natural gas and oil fields.

In the Northern part of the State are vast pine timber and hardwood preserves and in the Southern portion extensive cypress swamps.

In addition to this, there is great prospective development of the fresh water fish industry of the Mississippi, the Atchafalaya and the Red. These, and other undeveloped resources of the State hemming in this great steel artery of commerce offer bright prospects for the future. With its own projecting lines and thousands of miles of waterway carrying products here and there to its rails, what future may be not forecast for this great system, already one of Louisiana's busiest and best public servants.





# THE NEW ORLEANS RAILWAY & LIGHT CO.

This Company is one of the big institutions of the State of Louisiana, being the largest tax payer in the State and also has the largest pay roll of any single industry in the State. Operating some four hundred and forty odd passenger cars and covering over two hundred and seventeen miles of trackage, the New Orleans Railway & Light Company furnish a street railway service comparable to any city of the United States. The longest ride to be had for five cents is over seventeen miles. Transfers are furnished, which, while not required in the franchise, are issued over practically all of the lines. The day and night service is one of the most complete in the entire country and during the Mardi Gras festivities, in one day the company handles over five hundred thousand passengers.

The rails on St. Charles Avenue weigh 110 pounds and are said to be the heaviest of any traction service in the United States. The system was generally electrified in 1895, and the old Orleans & Carrollton Railroad, which is a part of the system, was one of the first street railways operated in the United States, obtaining its charter to do business on February 9, 1833, and was then operated by steam and mule power. The first experiments made in America were made in New Orleans by the Confederate General P. T. G. Beauregard with the Carrollton road on upper St. Charles Avenue. A unique feature of the service of the Company is that all cars operated in the city run on or across the main street, Canal, and for eight blocks in the business section every intersecting street has a car line which either crosses or turns into Canal Street, and a passenger boarding a car on Canal and remaining on the car will be brought back to its original starting point. This Company paves and maintains St. Charles Avenue from Canal to Carrollton, a distance covering seven miles and also paves and maintains Jackson Avenue from St. Charles to the river. The paving is not only between rails, but extends from curb to curb, and as a result the Company spends thousands of dollars yearly in this direction, and other vehicular traffic, public and private, reaps the benefit. The Company also furnishes gas and electricity to practically the entire population of the Parish of Orleans and have in use 3,170 miles of gas piping, 407 miles being gas mains and three gas plants being necessary in the business, one the largest gas holders in the South, carrying a capacity of five million cubic feet, besides other gas holders, the total being 8,000,000 cubic feet and embracing some 4,000 meters. During its thirty years of service this Company has reduced the cost of gas from four dollars per thousand to one dollar per thousand cubic feet, and in some cases as low a rate as eighty-five cents may be had, according to consumption. The gas franchises of the Company are not only perpetual, but exclusive until 1925, the last named feature being affirmed by the Supreme Court of the United States.

In the electric branch of the Company are used some 4,446 miles of feed, trolley and light wires, while eight electric power plants are necessary in the daily operation of its business, including some twenty thousand electric meters, and in 1915 reduced charges in this department by approximately twenty five per cent.

The President of the Company is D. D. Curran, who was formerly President of the New Orleans & Northeastern Railroad and is still Chairman of the Board of that Company. Mr. Curran is universally liked by the thirty-seven hundred employees of the Company and is one of the solid business men of the Crescent City. Coming from the ranks himself, immigrating from Ireland when a young man, Mr. Curran has made a record equalled by few.

The New Orleans Railway & Light Company is one of the constituent of the several railway, light and power companies operated by the American Cities Company, which operate gas, electric and traction companies in New Orleans, Houston, Little Rock, Birmingham, Memphis and Knoxville.

Mr. Matthew S. Sloan is General Manager of the New Orleans Company and is surrounded by a corps of efficient workers who labor unceasingly with a single eye to higher efficiency in point of service in all departments.



# INTERIOR VIEW OF OUR THREE STORES



UPPER LEFT  
STORE NO. 1  
CORNER CAMP AND LAFAYETTE STREET

LOWER  
STORE NO. 3,  
LOBBY OF WHITNEY-CENTRAL BANK BLDG.

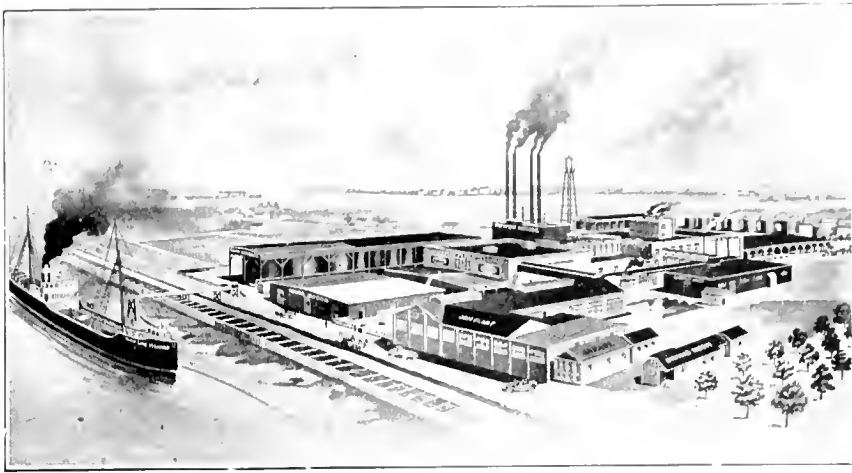
UPPER RIGHT  
STORE NO. 2,  
LOBBY OF MAISON BLANCHE BLDG.

The Coupon Cigar Stores, with its Made In New Orleans goods, fill a long felt want in the Crescent City. There are three of these stores, one located at Camp & Lafayette streets, another at the Maison Blanche Building and a third at the Whitney-Central Bank Building. Each of the three stores give coupons with every purchase, good for per cent in trade. When your purchases have reached a dollar or more, your coupons are redeemable for 5 per cent in trade for cigars, cigarettes, tobacco, etc. All three stores carry a full line of magazines and weeklies, and for their Spanish and Mexican trade they carry a full line of Spanish printed newspapers containing all the latest war news with particular attention given in them to the war in Mexico, no coupons, however are given with magazines, weeklies or newspapers, this feature applying only to the trade on tobacco, cigarettes and pipes, etc.

Among the more popular kind in the ten-cent variety may be found the LaBelle Imperia, Corona de J Barzana, Conquest, Alisa, El Trelles, while in the nickle kind may be found such delightful brands as the El Ferde, El Trelles, Mino, King's Court, Tango, Nena, Rex Roy, El Cubo, Forget-Me-Not and Maison Blanche Specials.

At all of the stores may be found a variety and assortment of pipes to suit the most fastidious taste, Calabashes, that good, cool, imported pipe; the Wellington, with the patented bowl that does away with all nicotine; the old-style genuine corn-cob, with a hard rubber bit attached, and Jimmy-Pipes. Mr. Montgomery Miller is the President and General Manager, and is an affable and pleasant gentleman with a host of friends in New Orleans. All three stores do a big business in filling the wants of the smoker's of the Crescent City and are kept busy in filling their out-of-town orders.



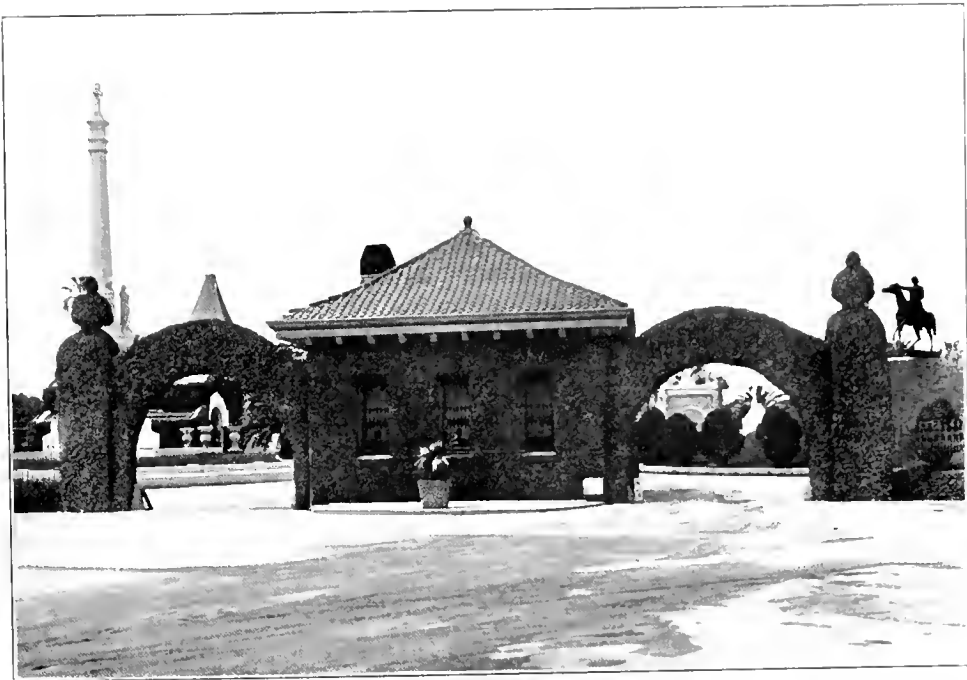


Bird's eye view of the plant of Penick & Ford, Limited, showing Syrup House, Cold Storage Plant, Cooper Shop, Power House, Car Repair Shop, Warehouses, immense Storage Tanks and Model Can Plant. This plant is located on the Mississippi River and the largest ocean-going vessels land and discharge at the company's own wharf.

This plant is the largest and most modern of its kind in the world. A sheet of tin plate is fed into automatic can making machinery and comes out a can of molasses, sealed, labeled boxed and nailed, all automatically.

The principal product of this Company is VELVA SYRUP, which is a household word in the South, but this Company distributes its various brands of canned and barreled molasses throughout the length and breadth of the United States.

This Company is the largest distributor of molasses and syrups in this country.



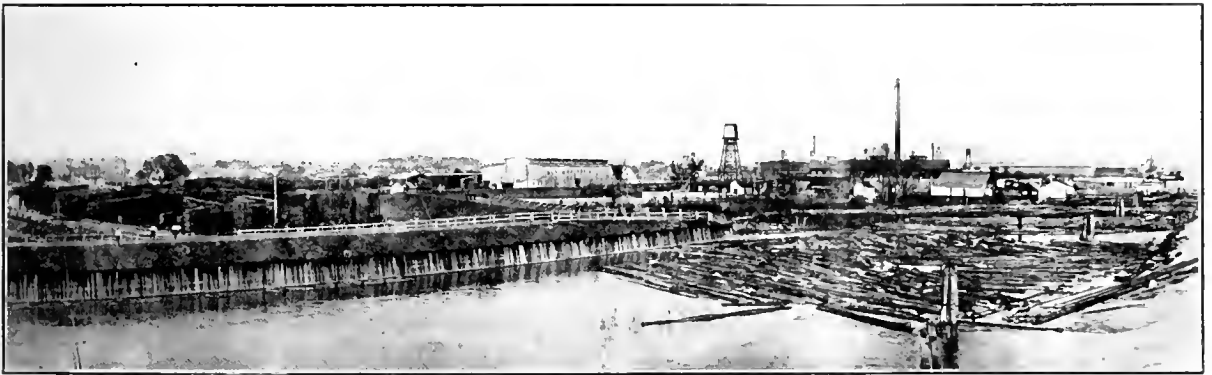
The above picture is the entrance to the Metairie Cemetery, New Orleans, La. The management of the Metairie Cemetery have spent a good deal of time and money in making of Metairie one of the most beautifully attractive burial grounds to be found in the United States, and own a large area of territory which affords to the man of moderate means a lot at a reasonable price and on terms to suit the purchaser. Every courtesy and facility is offered its patrons and being non-sectarian, a number of prominent Roman Catholic families have their burial places there, as well as other religious denominations. The tourist and casual visitor to New Orleans should make it a point to pay a visit to Metairie Cemetery, which is one of the sights to be seen when on a trip to New Orleans.





THE HOTEL BILOXI

**THE HOTEL BILOXI** "Overlooking the Gulf," run on the American plan, is the best hotel of Biloxi, Miss., which city is one of the attractive resorts of the Gulf Coast and is the largest city between Mobile and New Orleans on the Louisville and Nashville Railroad. With efficiency as the watchword, the management of the hotel have built up a large clientele among Northern tourists, having their own artesian well and fifteen acres of palms, pines, live oaks and magnolias green all winter, and the finest water frontage on the coast. The Hotel is steam heated, has hot and cold water, and every other convenience found in the model hotel of to-day. A notable feature of the Hotel and its service is their superior table and dining room service, while all guests are made the recipients of hundreds of little attentions that make them feel not only at home but among friends as well, and when the Northern visitor leaves Biloxi, instead of saying, "I stopped at a hotel," he cheerfully states that "I stopped at the Hotel Biloxi." Biloxi is both a summer and winter resort, for the thriving orange and grape fruit orchards demonstrate its immunity from cold weather, while the constancy of the Gulf breezes attract thousands of visitors during the summer. The management invites correspondence as to the many attractions to be had at Biloxi, which is the Atlantic City of the South.



## OTIS MANUFACTURING CO.

NEW ORLEANS, LA.

LARGEST MAHOGANY MILL AND IMPORTERS IN THE WORLD

Operating their own line of steamers, bringing up full cargoes of Mahogany Logs from Mexico and Honduras direct to their mill and yards on the Mississippi River  
at the head of Peters Avenue.





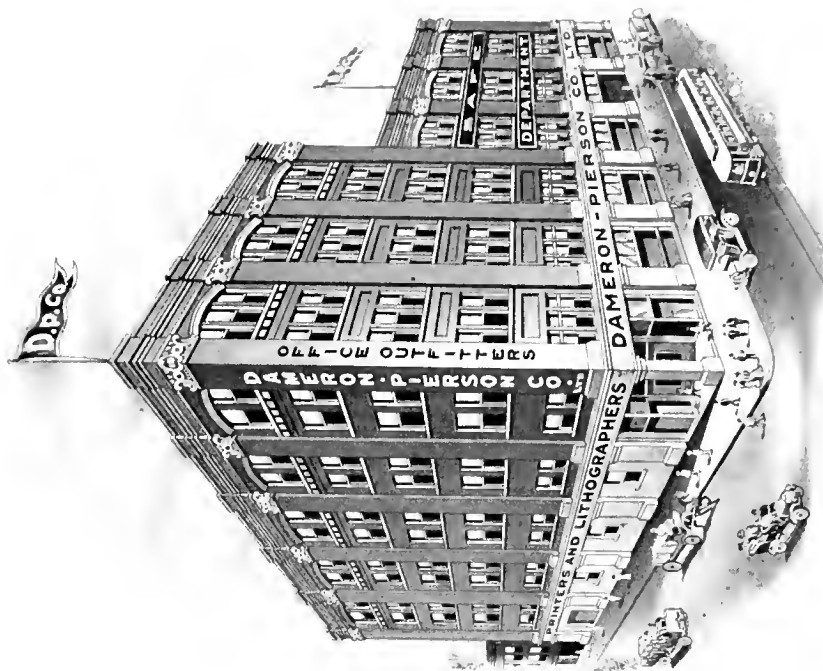
## CONSUMERS ELECTRIC LIGHT & POWER COMPANY

NEW ORLEANS, LOUISIANA

The Consumers Electric Light & Power Company of New Orleans, has only one thing to sell—service,—the very best service in the business, and this is what they are dispensing to the people of New Orleans.

Under the able management of its General Manager, Mr. Wm. J. Aicklin, the Company is endeavoring to render only the highest point in efficiency in the electrical business, and now has an electric service covering the entire city, furnishing electric current to more than five thousand satisfied customers, including some of the largest manufacturing concerns in the city. This Company carries in stock any and all kinds of electrical fixtures, including the Universal Curling Irons, the American Beauty Heaters, Hot Point Vacuum Cleaners, Electric Toasters, Chafing Dishes and every other appliance connected with the business.

The present Company is composed of the following officers: S. R. Bertron, Jr., President; Henry Morgan, Treasurer; S. R. Daunoy, Secretary and William J. Aicklin, Jr., General Manager.



**DAMERON-PIERSON CO., Ltd.**, occupying the entire six-story building and a four-story annex on the corner of Camp and Natchez Streets, New Orleans, were organized February 1, 1904, and are easily the largest and most complete office supply house and manufacturing stationers in Louisiana.

They carry the largest stock of shelf stationery, desks, chairs, tables, filing cabinets and fire-proof safes in the Southwest, and their work in printing, lithographing, and steel die embossing, all of which is done in their own plant, is not excelled anywhere in the United States.

Their reputation for first-class work and first-class service attracts and holds a large trade which knows that the best goods and service save time, trouble and money.

Poor work and inferior goods are never knowingly sent from their store, and this policy assures the continued growth and permanency of the largest and most progressive office supply house in the State.



# BANKERS LOAN & SECURITIES COMPANY

HOME OFFICE--NEW ORLEANS

WHITNEY-CENTRAL BUILDING

The Capital of this Company is to be One Million Five Hundred Thousand Dollars, in shares, par value, \$100.00 each.

The purpose of the Company is to do a general mortgage loan and bond business in the State of Louisiana, dealing in all classes of mortgages for agricultural and other improvements.

The state is divided into twenty districts, each having a district bank, which bank, or an officer thereof, is a member of the Board of Directors of the Company.

The profits of the Company will be made by rediscounting loans and minimizing the expenses of making loans, which, under the individual investment system, has proven one cause for large costs in such transactions.

Loans will be made on a basis of five or ten years, with privilege of repaying on more convenient terms than have been customary in this state.

While the basic plans of operation are patterned along those successfully utilized by many of the large loan institutions of the North, a number of new features have been incorporated in the plans of this Company which will reduce the cost of doing business and add materially to the profits of the concern.

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## ITS EXECUTIVE OFFICERS ARE:

Jas. L. Wright, President; Leo Fellman, Vice-President, in charge of City Loan Department; Geo. S. Yerger, Vice-President; R. A. Kent, Vice-President; O. W. McNeese, Treasurer; A. P. Perrin, Vice-President, in charge of Live Stock Department; Thos. E. Furlow, Vice-President, in charge of Bond Department; H. M. Feild, Vice-President; S. R. Yancey, Secretary.

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## ADVISORY OFFICIALS OF THE COMPANY ARE:

Foster, Milling, Saal & Milling, General Counsel; Marwick, Mitchell, Peat & Co., Auditors; Diboll & Owen, Consulting Architects; J. Frank Coleman, Consulting Engineer; St. D. J. Villere, Stock and Bond Broker.



## In Memoriam

**B**efore closing the individual biographical sketches in *The Book of Louisiana*, *The Item* wishes to add its tribute to the memory of friends who are now no more.

In the busy marts of trade, we miss them—miss their kindly faces, their cheery words of greeting. They have solved the mystery of the Valley of Silence, and the land that is just beyond. In loving tribute we have gathered cherished memories and woven them into a chaplet fashioned of immortelles.





**WILLIAM PERRY BROWN** was one of the commercial giants of the United States and his commanding figure stands out boldly in the chronicles of this country for the first two decades of the twentieth century. The influence of Mr. Brown's genius was felt throughout this country and in distant lands the young people are now studying his career as an example of the possibilities which are open to even the poorest youth of this country if he possesses the qualities which an exacting world demands.

Mr. Brown's life is one of the most interesting romances of commerce. In twenty years, he rose from a clerkship in a country store to be cotton lord of the world. While still a young man he was in absolute control of the cotton market, not only of the United States, but of the world, and he used it not for selfish ends but to benefit the actual growers and whose purses he was the means of pouring millions of millions of dollars.

Mr. Brown was born in Caledonia, near Columbus, Miss., November 14, 1860. He attended school until he was fourteen years old, being forced to quit because of the death of his father. The then young William Perry faced the situation bravely and obtained a clerkship in one of the country's stores. He wasn't an ordinary clerk, even though he was a mere lad. Clerking was a serious business with him and he gave earnest study to trade. The result was that within a few years he owned a store of his own.

Before he was thirty years old, Mr. Brown became one of the big men of his community and he began to look about for fields with more extensive opportunities. He studied the cotton markets and decided to move to New Orleans, which he did, opening

(Continued on page 113)





brokerage offices in that city about 1899. The matured business man gave to the New Orleans cotton market the same concentrated endeavor which the ambitious clerk had given to general merchandise in Columbus and it was not long before he was regarded as among the safest, sanest and most reliable cotton brokers in the whole South. Success in this branch of commerce is dependent, first of all, on ability as it is in every line, but the confidence of one's clients or patrons is almost equally as necessary. And this Mr. Brown won at the start and kept to the day of his death, October 5, 1911.

During the two centuries in which cotton has been the chief crop of the southern states only two successful "corners" were ever made and both of these were accomplished by Mr. Brown. His mission in life was to obtain for the producer of cotton the highest possible price. He had observed how during many years the cotton growers had been virtually swindled of millions of dollars by market manipulators who forced the price of cotton down to such a figure that it was ruinous to sell, but because of the conditions brought about by the manipulators, it was likewise ruinous to retain holdings of the staple.

When Mr. Brown went out to conquer the bears he was already coming into prominence and many regarded him as a Sir Galahad, but there were others who looked upon him as a Don Quixote who was doomed to certain destruction. Even some of his well-wishers feared that his hazardous undertaking would mean that his personal fortune would be swept aside by the cruel opposition which he had attacked single-handed. When the bears were put to flight in a brief but decisive fight the world of trade stood aghast and Mr. Brown was hailed as "The Cotton King," a title which he held to the end of his remarkably useful life.

Back in 1902 the spectacle of cotton selling at five cents a pound saddened the heart of Mr. Brown. He saw many of his friends in the cotton belt being crushed by the bears. He surveyed the situation in New Orleans but came to the conclusion that the real enemies of the planter were in Wall street. Gathering a valiant little band about him—they included Frank B. Hayne, T. J. Majors and C. C. Cordill, he marched upon New York. This was the most daring undertaking ever recorded in the annals of the cotton market of this country.

Reaching New York the quartette, under the leadership of Mr. Brown compelled the traders to deliver what they had sold and in a spectacular battle in which wits and unlimited dollars were used, sent the price of cotton up to twelve cents or more and compelled the bears to cry for mercy. Up to that time the New York traders had controlled the cotton markets of this country, but their defeat marked the crippling of their power forever.

For the next seven or eight years, largely due to fear of the vigilant eye of Mr. Brown, those who had formerly throttled the cotton grower, gave him a square deal. But in the latter part of 1909 the enemy grew bold again and started some of his old tactics; Brown promptly accepted the challenge. This time he surrounded himself with Frank B. Hayne, Robert M. Thomson, Eugene Seales, James Patten and M. Rotschild and began a second campaign in Wall street. The enemy knew this time that he was a formidable foe and they prepared for him. They put up a determined offensive and defensive campaign, but constant battering of their forces by Mr. Brown and his associates for a few months, made them retreat thoroughly defeated. That was six years ago and Mr. Brown has been dead nearly two years but there has never been any revival of a war-like spirit in the camp of the New Yorkers.

Leading economists of the United States agree that Mr. Brown's raising of cotton in 1903 was the greatest single boon ever bestowed upon the South. At that time the southern states constituted a one-crop section and that one crop was cotton. The boll weevil had made no appreciable inroads upon the plant and millions of people below the Mason and Dixon Line were dependent upon the staple for a livelihood.

The year of 1903 was "lean" for the whole nation and had those who sent cotton down to five cents been allowed to continue their operations the South would have faced the greatest crisis since the days of the Reconstruction. It is no surprise then that William P. Brown is regarded as the savior of part of the country and counted with Robert E. Lee, Judah P. Benjamin and Jefferson Davis.

In many ways Mr. Brown's memory is due a greater debt from the people of the South because he risked more than anyone else. He risked his all. Had he failed, had his first New York campaign been nipped in the bud—he would

have been forced to come back to his native heath pennile. He would have been forced to start life as he did when he entered that country store at Columbus, Miss. Of course he probably would have won out again, but nevertheless he would have been compelled to begin at the bottom round of the ladder.

Mr. Brown could not have succeeded in his cotton business if he had not been a masterly financier. In the early 30's he assisted in organizing the Southern Trust and Banking Company at New Orleans and later to form the Union National Bank. Also he assisted in consolidating these two big institutions into what is now the Hibernia Bank and Trust Company, one of the largest banking concerns in the United States.

Mr. Brown took a deep interest in military affairs and was a born soldier. He showed his capacity as a fighter in the two New York campaigns, but he never had a chance to battle for the defense of his country. Just before he left Columbus, Miss., he organized and was captain of a company of militia which was counted the best drilled in the South. Mr. Brown was thorough in all his work. Someone has said that genius is the capacity for taking pains and this was borne out in Mr. Brown's instance. He drilled his company night and day and it came to be regarded as a model by authorities all over the country.

Mr. Brown as "Cotton King" received the plaudits of the South and of that part of the world which believes right should triumph but it was in his home life that he found his greatest happiness. On December 27, 1891 he was married to Miss Marguerite Branch of New Orleans. Six children blessed the union.

William Perry Brown, personally and in a business way, represented the survival of the Old South. His business methods were modern. They had to be for him to keep pace with the intricate branch of commerce in which he was a leader. But in his fine scruples in trade there was something reminiscent of another day. Those close to him declare at one time in his life, even after he had been accounted as successful, he met with serious reverses. A shrewd counsellor who knew of his temporary embarrassment pointed out to him a technical loop-hole whereby he could escape payment of most of the claims against him.

"You will not even be expected to pay those claims," he was told.

"But I owe them," he replied. "And I'll pay every one of them."

And he did. Not only did he pay those debts within a year but within five years his possessions had trebled the figure at which he had estimated them before his trouble came. He died one of the wealthiest men in New Orleans.

Mr. Brown loved the South and its people. Several times he had flattering offers to go to New York. Wall street could have made good use of his splendid powers. Two of the eastern metropolis' biggest banking houses sent emissaries down to New Orleans in an attempt to gain his services. One of the concerns offered him a large interest and a fixed, princely income for life, but he never even gave the offers serious consideration.

"I am what they call a hull-billy," he laughingly told his present biographer, five or six years ago. "I believe I would slowly die if I had to move away from the dear old South. I want the magnolia and the honeysuckle around me to say nothing of niggers and mules and if I went to the canyons of Wall street I'd pine away even if I made a million a week."

Mr. Brown had the biggest kind of love for his fellows, but he hated sham and hypocrisy. He never made acquaintances promiscuously. He never affected anything even remotely resembling dignity but he impressed one as being a great man even though one met him in the street as a stranger.

Mr. Brown was practical in everything. He was a practical Christian and a practical philanthropist. He was always ready to extend a hand to the suffering and needy but he always made sure that his contribution reached the person or persons for whom it was intended.

Two years ago a Warren County, Mississippi, farmer suggested that the people of the South erect a monument to the memory of Mr. Brown, after his death. (This was during Mr. Brown's life-time.) The movement found favor but was not formally launched because Mr. Brown was alive at that time and in the best of health. One of the Mississippi editors proposed the following epitaph:

"In ten years he either gave or saved the South two billion dollars."

Some day that monument will be erected and the epitaph will carry out the suggestion of the editor.





JOHN DIBERT.

John Dibert's life history is an important chapter in the chronicles of the South's development. He was one of the sturdy pioneers whose brains and energies enabled the Southern States to come into their own.

Mr. Dibert died June 5, 1912 and when his heart stopped beating finis was written on one of the greatest commercial careers in the annals of Dixieland.

It was back in 1870 that Mr. Dibert left his father's extensive farm lands in Ohio and cast his fortune with the Pelican State which just then was in the throes of the Reconstruction Period. It required a magnificent faith in the future of Louisiana for Mr. Dibert to remain after he had seen conditions for himself. But he had that faith and he stayed and he became one of its greatest citizens and lived to see it one of the greatest states in the Union.

While still a very young man Mr. Dibert was one of the foremost authorities on cypress and yellow pine in this country and his vast knowledge of the industry, which even at that time was important, made his services eagerly sought. He associated himself with Litcher and Moore who controlled immense tracts of timber in Louisiana. It was not long before he bought a substantial partnership in the concern and it advanced with great strides under the guidance of his genius.

Next Mr. Dibert formed the firm of Dibert, Stark and Brown which bought some of the largest forests of virgin

timber in the world. Soon his company controlled twenty of the biggest saw mills in the state and Mr. Dibert became known as "The Lumber King," a title he held at the time of his death.

At the time Mr. Dibert's remarkable career came to a close he held the following positions in the world of commerce: president of Dibert, Stark and Brown, Denner, La.; secretary and treasurer of Litcher and Moore Cypress Company, Litcher, La.; vice-president of Litcher and Moore Lumber Company, Orange, Texas; vice-president, Dibert, Banerott and Ross, foundry and machine works, New Orleans; president, Whitney Iron Works, New Orleans; first vice-president and director Interstate Trust and Banking Company, New Orleans; director, New Orleans Railway Company; director, New Orleans Casualty Company and director of Southern Cypress Manufacturers' Association.

Mr. Dibert took a great interest and pride in the progress of New Orleans and gave generously to its civic and social betterment. He was likewise a philanthropist and gave liberally to many charitable institutions.

When Mr. Dibert died he left his big estate to the care of his widow who has followed the business methods of her husband and has added materially to the wealth placed in her charge. She is a director in the bank of which Mr. Dibert was vice-president.





**EDWARD WISNER**, "the Father of Reclamation," was one of Louisiana's greatest men and one of her greatest benefactors. He was the first man to develop, or reclaim, Louisiana's wet lands and he either invested, or caused to be invested, in this state in land more money than any other person in the history of the state. He died March 16, 1915.

Mr. Wisner had always had an infinite faith in the wet lands of the state. He was the first to realize that they could easily be converted into the richest land in the country for agricultural purposes. He succeeded in interesting the wealthy Funk family of Illinois and as a result they bought more than 45,000 acres of land in this state. This led to many other large investments.

Mr. Wisner was born on his father's farm near Athens, Michigan, in 1860. In 1888, he came South on account of his health and settled in Franklin Parish, North Louisiana. Two years later he established a bank at Delhi, where he handled timber and cotton. Some years later he founded the town of Wisner. He was the first to obtain large tracts of timber lands and at the same time he bought in a large area of swamp lands which were then known as "trembling prairies." Often he was ridiculed for buying the wet lands, but he continued until he had acquired more than a million acres. Subsequently he brought scientists to the state and they vindicated his belief in the wonderful fertility of the soil. In 1911, Mr. Wisner gave the city of New Orleans 50,000 acres of wet lands to be sold for the benefit of education.

Long before he died, Mr. Wisner began to see the realization of his dream that Louisiana should become one of the greatest agricultural states in the union with many and varied crops. He may be said to have added about 10,000,000 acres to the state's area, as it might have been many years before vast tracts of wet lands would have been reclaimed had it not been for this pioneer.





**SAMUEL B. SNEATH** was one of the makers of the New South. During his notably useful life he spent a large part of his time at his birth-place, Tiffin, Ohio, where he had large interests, but New Orleans and Louisiana will always claim him as one of their greatest developers.

Mr. Sneath died January 7, 1915, at Pass Christian, Miss., whither he had gone ten days before in the hope that the gulf breezes would restore his waning health. He was 86 years old at the time his last sickness came upon him, and he was unable to rally.

Mr. Sneath was born in Ohio, December 19, 1828. His ancestors came to America before the Revolution and settled near Wilmington, Delaware.

Mr. Sneath, even a quarter of a century ago, believed in New Orleans and Louisiana and the contiguous territory and he invested heavily in its banking, railroad and commercial ventures. He was a financier of great poise and splendid judgment and his advice and capital were substantial factors in the growth of the Interstate Trust and Banking Company, into one of the biggest institutions of its kind in the Southern States.

Mr. Sneath never "took chances." His investments were never made except after careful, personal investigation. Fifteen years ago he foresaw the growth that has been the portion of New Orleans in the last three or four years, and

he profited by helping to prepare for the present trade demands.

Mr. Sneath was either a stockholder or a director in a score of corporations and he won the confidence of his fellows as few men ever do. He was a big man in every sense of the word. He thought in big figures. When he went into a project he went into it in a big way; and the results he achieved were always big. He could have gone into any bank in New Orleans at any time he lived in that city and borrowed extensively on the mere nod of his head without concrete security, but with something that those who knew him held to be as good as gold,—his word.

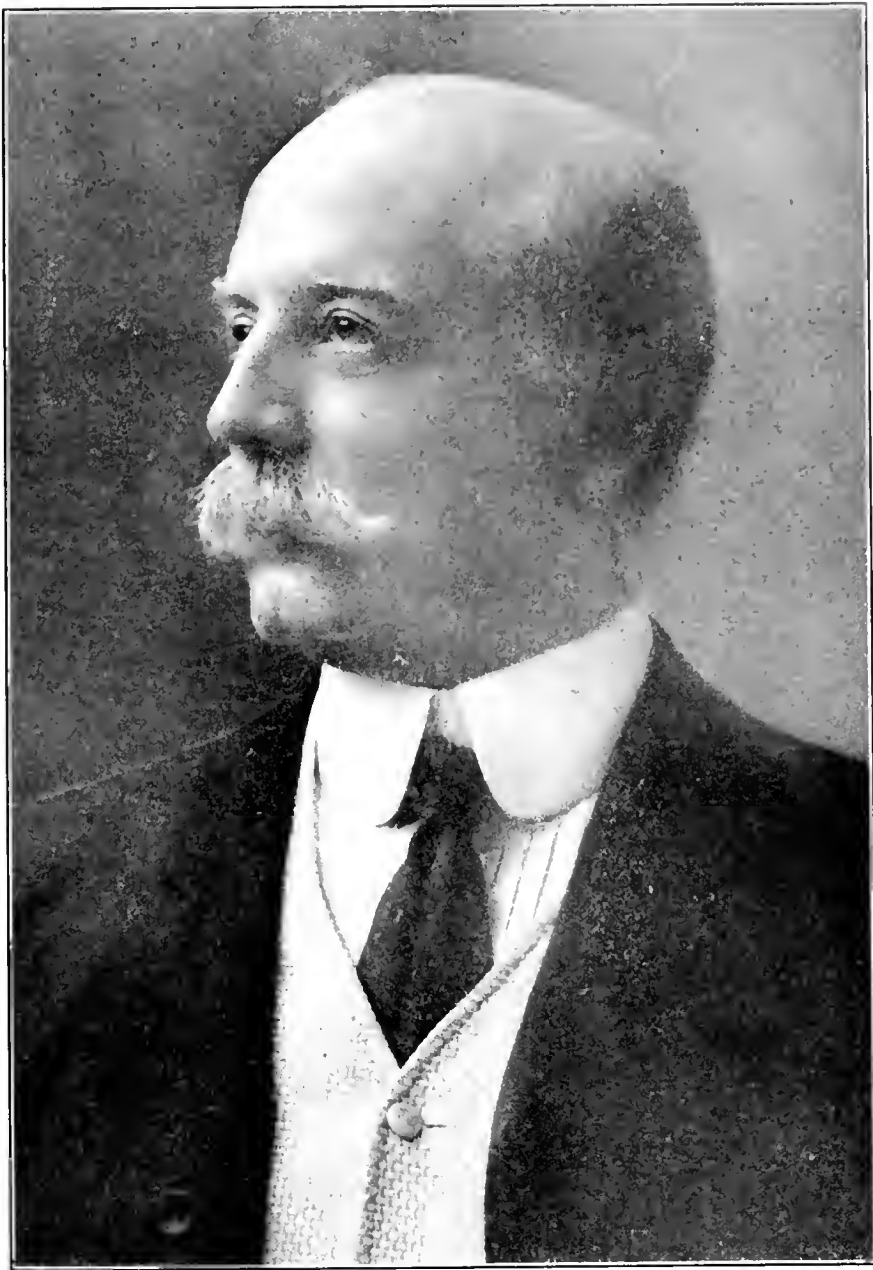
Mr. Sneath was conservative, but his conservatism was not of the brand which halts progress. He never dreamed he wanted to know precisely what lay before him in any enterprise he undertook; and once he knew this he went in earnestly and enthusiastically, and won.

Mr. Sneath was a practical philanthropist. He not only extended a helping hand to the faltering unfortunates whom he met going through life, but he gave with splendid liberality to homes and asylums of various kinds where he knew his money would do the most good to the greatest number.

When he died Mr. Sneath left the distribution of his fortune to his widow, a business woman of the first calibre who has managed the affairs of the estate in just such a way as he would have done had he lived. She is a director in one of the banks in which he had a big share.







OSCAR L. PUTNAM.

In revealing the business history of New Orleans and in considering those factors which have had to do with the progress and advance of this metropolis, few names stand out more than does that of Oscar L. Putnam, cotton and sugar broker who died in May, 1945.

The mature years of this man's life were devoted to promulgating wider business fields in which the whole of commercial New Orleans had a share of value.

Mr. Putnam was born in Jackson, Miss., and was still a young man when he came to New Orleans. The first business house with which he became connected was that of R. E. Craig and Co., cotton factors. With this house he learned every detail of the cotton business and in 1886 was sufficiently competent to enter an establishment of his own. The firm of Baldwin and Putnam grew into being.

The enterprise and ability of Mr. Putnam expanded the business of this company so that shortly it grew into a larger establishment, under the firm name of Flower, King and Putnam.

Putnam and King succeeded this firm and finally evolved into Putnam and Norman, which, in spite of the withdrawal of Mr. Norman some years ago, remained the firm's name at the time of the senior member's death.

When Mr. Norman withdrew, Mr. Putnam associated with himself his nephew, Oscar Geren.

But it was not alone in the cotton industry that Mr. Putnam found vent for his business ability. He became interested in Louisiana's sugar industry and before his death

was recognized as one of the city's big men in this phase of commercial activity.

A member, and for some time a director of the New Orleans Cotton Exchange, he became a member as well of the Louisiana Sugar and Rice Exchange. Through these two bodies he wielded a large influence in connection with development of the city's and the state's business standing.

The live stock industry claimed a part of his interest and Mr. Putnam acquired several plantations upon which he worked out successfully his theories of live stock culture and crop diversification.

It is a fact that a man of wide business interests constantly finds himself confronted by opportunities for serving in fields still wider and more wide. So, in Mr. Putnam's case, he became a stockholder and director in the Ibernia Bank and a stockholder and director in the D. H. Holmes Company, Ltd.

But business enterprises were not his only interests. He was a leading member in many of the more prominent carnival organizations, was a member of the Boston and the Pickwick Clubs and is remembered as an officer in one of the crack regiments of the old Crescent City Rifles, a voluntary military organization of the latter 70's which aided in the reconstruction work.

Eleven years before his death Mr. Putnam married Miss Minnie Shaw. One son survives with the widow.

The body of this business leader is buried at Pass Christian, Miss.

Mr. Putnam was 60 years old at the time of his death.





JOSEPH SIMON

Among the distinguished citizens of New Orleans who went to their rest in the last decade the name of Joseph Simon has a prominent place. He was a merchant prince and philanthropist and died June 15, 1910.

Mr. Simon was born in Groenstacht, Germany in 1824. He came to the United States while a young man. When the Civil War came he enlisted and served valiantly with Co. B, commanded by Captain G. W. West and also Colonel Girault's regiment of Louisiana Volunteers. He was discharged at Camp Moore and was mentioned for especial bravery. He deeply prized his discharge papers and always carried them in his wallet.

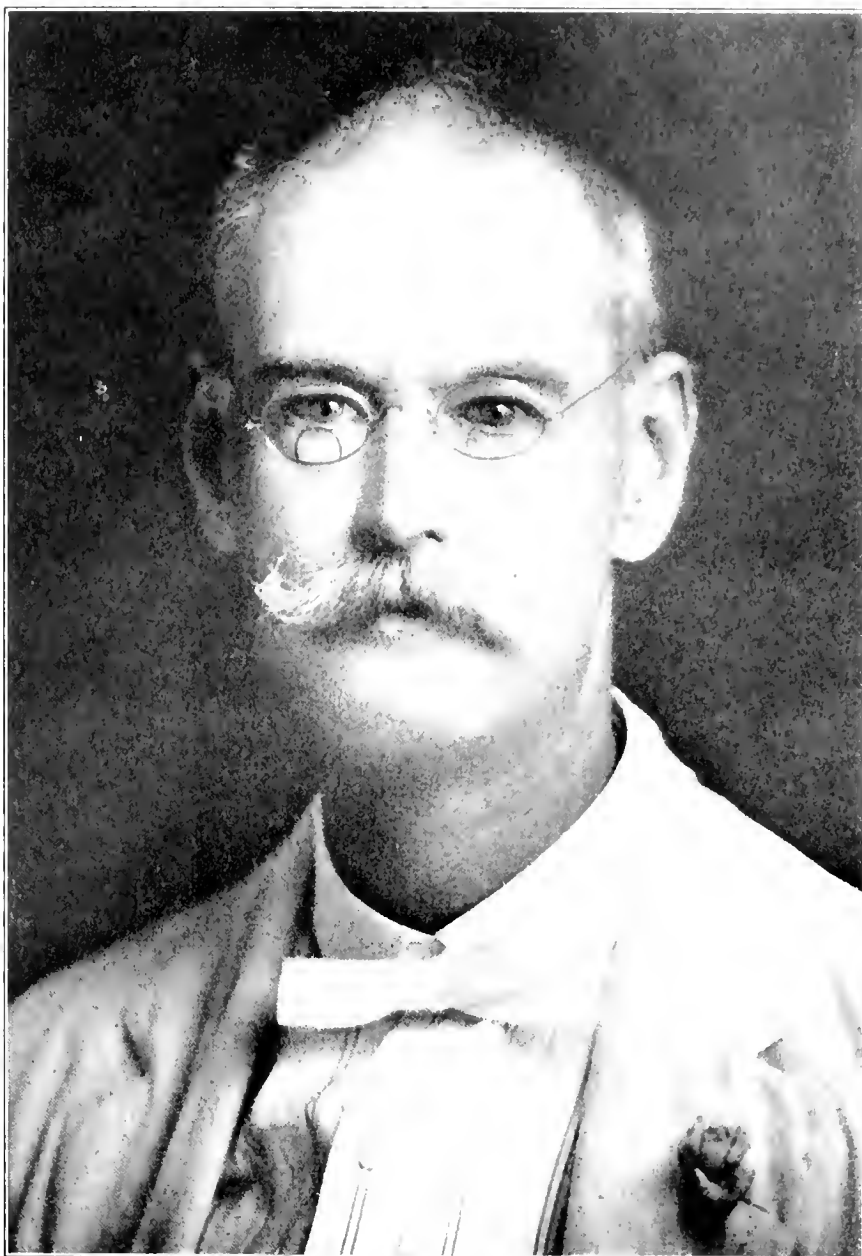
Mr. Simon took a prominent part in the organization of some of the Jewish bodies of New Orleans which are the pride of the city, state and South. He founded the wholesale hat firm of Simon and Kohn, which afterward became Kohn, Weil & Co.

Mr. Simon served as president of the Hebrew Benevolent Association; he was a charter member of Touro Infirmary; one of the founders of the Temple Sinai; and was a big figure in the Jewish social life of the city.

Mr. Simon's home life was ideal. In 1851 he was married to Miss Rosina Labatt, the sweetheart of his boyhood days. He was survived by three sons and four daughters; S. L. and David live in New York and Jacob lives in New Orleans; Mrs. E. H. Jacoby lives in Montgomery; Mrs. Herman Levy and Misses Estelle and Cora Simon live in New Orleans. A sister, Mrs. David Weil, lives in Montgomery.

Mr. Simon took a deep interest in the civic life of New Orleans and gave much of his time and money to civic betterment. He will always be regarded as one of the benefactors of the city. He was a life long Mason.





ROBERT S. (BOB) LANDRY.

Few men of the State of Louisiana won the love of their fellow men as did Robert S. (Bob) Landry, who was clerk of the House of Representatives for 25 years and identified with the state's affairs for 35 years.

Mr. Landry died December 2, 1915 and when the message was flashed over Louisiana that he was dead there was genuine sorrow in every parish as he was probably the state's most widely known citizen.

Mr. Landry was 55 years old when he died. He is survived by his widow and six children.

Mr. Landry was easily the greatest political authority in Louisiana. He possessed a wonderful memory and he had a ready knowledge of every political event in the last half century. He was not a partisan, in the strict sense of the word. He supported his friends when he believed their cause right but he was one of the few politicians who had the confidence, esteem and support of all factions at all times when he sought any office. He served as secretary of the Democratic State Central Committee for 12 years—up to 1912, and from that time was the assistant secretary. He almost grew up in the house of Representatives, starting out as a page boy; then a committee clerk, then on the desk and finally as clerk of the House. He could have been clerk of the House 50 years more, if he could have lived that long, his friends believe, as no opposition was ever offered him.

Mr. Landry was assistant secretary of the Constitutional Convention in 1879, and secretary of the Convention in 1898 and 1913.

"Bob" Landry never amassed great wealth but as far as his income permitted he was a philanthropist. He was always ready to help a faltering brother and he will always be accounted among the great and good men of the state—not in having accomplished things which bring the plaudits of the masses, but great in the things which counted him a real man.





**JOSEPH P. FLORIO**, born in Venice, Italy, July 7, 1856. Died March 2, 1909. Lived in New Orleans for 30 years, followed the Stevedore business until death in this City, did the work for the Texas Transport & Terminal Company for 10 years, also for other firms. Was an Elk, Mason and belonged to other associations. The firm of which he was a member is still in business under same title, J. P. Florio & Co., and is carried on by A. J. Buja, his stepson.





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CAPITAL AND SURPLUS, \$4,500,000



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1870 - 1916

CAPITAL \$1,500,000      SURPLUS \$2,000,000

MARCH 7th, 1916

## RESOURCES

Loans and Discounts .....	\$10,782,782.31
Cash on Hand and with Banks .....	7,143,274.90
Bonds and Stocks .....	3,993,288.22
Hibernia Bank Building .....	1,100,000.00
Other Real Estate .....	426,324.78
	<hr/>
	\$23,445,670.21

## LIABILITIES

Capital and Surplus .....	\$ 3,500,000.00
Undivided Profits .....	144,869.55
Deposits .....	19,800,800.66
	<hr/>
	\$23,445,670.21

## OFFICERS

JOHN J. GANNON .....	President
HUGH McCLOSKEY .....	Vice-President
R. W. WILMOT .....	Vice-President
L. M. POOL .....	Vice-President
R. S. HECHT .....	Vice-President
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PAUL VILLERE .....	Foreign Exchange
R. JOS. DRUHAN .....	Assistant Cashier
W. B. MACHADO .....	Assistant Cashier
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P. H. WILKINSON .....	Assistant Bond Officer
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One-Half Block from Canal

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EXPORT FREIGHT HANDLERS  
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# Caribbean & Southern Steamship Co.

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New Orleans Mexican Service

New Orleans to Progreso direct, sailings about every ten days.

New Orleans to River Plate Ports.

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ESTABLISHED 1914



THE Nola Film Company, only film producing concern permanently operating in the City of New Orleans, is located on the old Fourchy estate on the west bank of picturesque Bayou St. John within forty rods of the famous duelling oaks of historic City Park.

The Nola Company owns and operates a studio with a glass enclosed stage capable of accommodating three acting companies. The stage is equipped with the latest improved panchroma lights making it possible to work by night as well as by day.

Adjoining the stage is an immense property room and a carpenter shop with electrically driven machinery capable of turning out the most delicate cabinet work. All the settings used on the stages are made here.

The laboratory which includes developing, drying and printing rooms is fully equiped with the paraphernalia of the latest design.

The Nola Film Company is making feature dramatic productions and short length comedy films, and is also doing a big volume of commercial film business.

Capt. William J. Hannon is President and General Manager of the Nola Film Company, with offices in the executive building of the Company at 1347 Moss Street.





JOHN McWILLIAMS FORD,  
Mayor, Shreveport, La.

**J**OHN McWILLIAMS FORD, the popular, progressive Mayor of Shreveport, Louisiana, is the son of Dr. Thomas Griffin and Alice (McWilliams) Ford, and a native of Shreveport, where he was born on February 15, 1880. After attending private and public schools for the acquirement of the rudiments of education, Mr. Ford, during the years 1893-1896, attended Sewanee Military Academy, going, in 1896, to University of the South, Sewanee, Tennessee, where his education was completed in 1898. Upon returning home, Mr. Ford began his career in the business world through the medium of banking, with which he was affiliated until 1902. The four years following were devoted to business as a merchant, and in 1906 he broadened operations to include wholesale grain and milling activities. His firm, known as Kahnbach-Ford Company, Ltd., became one of the widely known factors in the grain and mill industry of north Louisiana. Mr. Ford's capabilities, however, required a more expansive field for operation, and found a con-

genial outlet in civic work. In November, 1908, he became a member of Shreveport's City Council, and until 1910 was one of the most active members of that body. In 1911 he accepted office with the Police Jury, from which he retired in 1916 to serve as a member of the State Legislature. Shortly thereafter he was elected Mayor of Shreveport, and, preferring to concentrate his capabilities in service to his home town, he accepted the office, which he has since held with unanimous approval of Shreveport's entire populace, who enthusiastically re-elected him their Mayor for a four-year term in 1918, without any opposition whatsoever.

On September 15, 1908, Mr. Ford and Miss Mary Pearce were united in marriage, and their home is a rendezvous for much of Shreveport's social and political activities.

Mr. Ford is a member of S. A. E. College Fraternity, a popular B. P. O. E., a Scottish Rite Mason, Knight Templar and Shriner. He belongs to Shreveport Rotary and Country Clubs, and is considered one of the most virile and capable men of north Louisiana and the State generally.





EPPES WAYLES BROWNE,  
Lawyer.

**E**PPEES WAYLES BROWNE, Lawyer, member of Louisiana General Assembly and prominent legislator, was born in Lake Providence, Louisiana, on August 27, 1879. He is the son of Benjamin E. and Laura Ella Browne. From high school he went to Louisiana State University, where he reached the junior class. He entered Tulane Law School, graduating with the class of 1904 (May). He began the practice of his legal profession at once, in which he has attained eminent success. He was appointed by Governor Hall in 1912 Attorney for Tax Collection of Cade Parish, Louisiana. His activities have always been vigorously directed toward moral betterment of the community. In 1917 he was elected member of Louisiana General Assembly to fill the unexpired term of John McWilliams Ford, the present Mayor of Shreveport, and at once championed all issues retroactive on the morals of the community. He is among the most forceful speakers of his section, and presents questions to the public with a concise clearness.

Mr. Browne has also been remarkably successful in the world of commerce. Since 1912 he has been a director of the American National Bank of Shreveport. He is President of the Title Guaranty & Securities Company, and also of the Queen City Realty Company, and is a tireless worker for genuine development of his community and State. His well-known stability easily wins a powerful following for any undertaking he becomes affiliated with, and he enjoys the confidence of the classes and likewise of the masses, whose interests he never overlooks. Mr. Browne married Miss Grace Hall Lang, daughter of B. W. Lang, Clerk of Court in Harrison County, Texas. Their home happiness is completed by the presence of one son, E. Wayles Browne, Jr., who, at the age of two years, had a vocabulary of over 1,400 words. Mr. Browne is a member of American Bar Association, belongs to Louisiana Bar Association, being Chairman of the Committee of the Shreveport Bar Association. He is also a member of Elks Lodge, 122, and in every way one of Louisiana's most active and progressive citizens.







SARTOR, OTHO WILLIAMS.

**S**ARTOR, OTHO WILLIAMS, business man, politician and banker, ably active in public life of his community since the beginning of his business career in 1898, is the son of Edward H. and Mary A. Williams, born near Alto, Louisiana, on February 12, 1875. He attended the public schools of Richland Parish, Louisiana, and later began a business course at Nashville, Tennessee, through his affiliation as bookkeeper with Wells & England, of Rayville, La., in 1898, with whom he remained until 1906. At the latter date he associated with the H. W. Jones Co. of Rayville, La., and continued with them until 1902. He was Deputy Clerk, First District Court, 1902 to 1914; in 1914, when the First District Court of Caldo Parish, La., required a clerk of court, Mr. Williams was at once selected as the most capable man available for that responsible office, which he served, through reelection in 1916, and continues in office until 1920, on January 1, 1917. Mr. Williams was elected President of the Bank of Mooringsport, which office he now fills. He married Miss Mima Groom of Mooringsport, La., on November 23, 1916, and their home is made happy by the presence of one son, Sartor O. Williams, Jr. Mr. Williams is one of the popular men in public life of north Louisiana. He is a member of the more important clubs, societies and fraternities, some of them being: Both bodies of York and Scottish Rite Masons at Shreveport; El Karimah Temple Shrine; E. P. O. E., No. 122, Shreveport; W. O. W., Maple Camp, No. 54, Shreveport; Pondbe Tribe Red Men, Shreveport; Eastern Star Fraternal Aid Union; Shreveport Country Club; Milbra Grotto No. 73, of Shreveport.



STANLEY LEVY HEROLD.

**S**TANLEY LEVY HEROLD, Lawyer, prominently active in State and Federal legal practice and leader in all movements for public betterment, is a native of Shreveport, Louisiana, where he was born on January 12, 1886. He is the son of Simon and Rosa (Simmons) Herold. Having acquired elementary education, Mr. Herold attended Washington & Lee University during 1896-1898. He entered University of Texas in 1898 and graduated in 1900. In 1901 he engaged in the practice of law in Shreveport, where today he is counted as one of the State's most successful and erudite lawyers, and enjoys a wide practice in State and Federal legal business. Mr. Herold is at all times deeply interested in public affairs, and contributes unstintingly of his time and ability in fostering and leading every undertaking having for its object improvement of public welfare. He stands unflinchingly for principles of law and policy representing the people's best interests. Mr. Herold married Miss Fehne Goldstein on August 2, 1908. There are two children, Rosemary, born November 12, 1906, and Samuel L., born January 28, 1908. Despite the strain of attending to his law practice and participating in public affairs actively, Mr. Herold is prominently affiliated in a normal manner. He is a 224 degree Scottish Rite Mason, a 76 timer and belongs to the E. P. O. E.





THOMAS ROLAND HUGHES

Public Official  
**T**HOMAS ROLAND HUGHES, Sheriff of Caddo Parish, elected to office because of the confidence of the law-abiding citizens of that section that he would enforce the law and maintain proper order, was born in Shreveport, Louisiana, on January 1, 1878, and is the son of Ida H. and W. B. Hughes. He attended the public schools of Shreveport, and afterwards became a student of Spencer's Business College of his native city. Upon leaving school Mr. Hughes entered the cotton business, and as a cotton buyer became one of the widely known men affiliated with the cotton industry in Louisiana. He remained in the cotton business until 1916, at which date the citizens of Caddo Parish elected him to the office of Sheriff. His decisive enforcement of law in Caddo Parish has won him increased confidence and approval of his constituents, and is frequently the subject of complimentary comment in the press of that section. He is considered one of the ablest sheriffs ever holding office in Caddo Parish. Mr. Hughes married Miss Millie A. Pruitt about twenty years ago. Their one daughter is Fay Thomas Hughes, now aged seventeen years. Mr. Hughes is popularly a member of the Masonic order, Scottish Rite and Shrine. He also belongs to the B. P. O. E., W. O. W., Red Men, Knights of Pythias, and Moose.



JOHN W. A. JETTER

Tax Assessor, Caddo Parish, La.  
**J**OHN W. A. JETTER, Shreveport, La., Tax Assessor of Caddo Parish, and Vicksburg, Miss., April 20, 1886, President of Shreveport 25 years, Martin Education, High School, business college, Special Public Affairs, Member of Protestant Church, Life-long Temperance, President Louisiana State Assessor's Association, President, Shreveport Community Y. M. C. A., Secretary, Caddo Parish Council of Defense. Active worker in all patriotic and war work activities. Four Minute Man, Secretary, Y. M. C. A., War Work Fund campaign, 1917. Chairman of War Savings Stamp Campaign, summer of 1918. District Director of United War Work Campaign, November, 1918. Member of District War Personnel Board of the Y. M. C. A. Enrollment Agent of the Y. M. C. A. Public Service Bureau, and U. S. Employment Service.  
 Social and Fraternal: Shreveport Athletic Club; Woodmen of the World, Loyal Order Moose; B. P. O. Elks; member of Board of Trustees and House Committee, Masonic, Caddo Lodge No. 179, E. A. M. C. A. Past Master, Shreveport Royal Arch Chapter No. 10, Elks High Priest, Shreveport Council No. 23, B. A. S. M., Past T. F. Master, Magnolia Chapter No. 27, O. E. S. (Past Patron), Association Commandery No. 6, Knights Templar, Shreveport, K. O. T. L. Rite Consistory El Kariblah Temple A. A. O. N. Mystic Shrine, member of K. T. L. Rite Consistory Club, also Secretary and Treasurer of Friendly Sons of St. Patrick, member of Shreveport Ad Club.  
 Friends say the "A" in his name stands for "Assessor," and "J" it is "Jetter," "Let Me Serve You."





ROBINSON LAZARE STRINGFELLOW  
oil operator and developer

**R**OBINSON LAZARE STRINGFELLOW, notably active in developing oil interests in Louisiana, was born at Cotton Point, La., on July 1, 1876. He is the son of Howard C. and Sophia Robinson Stringfellow. His education was acquired through attending Fletcher Institute of Shreveport, La., and Louisiana State University in Baton Rouge. With the vim and progressive thoroughness characteristic of all his undertakings, Mr. Stringfellow became affiliated with the oil interests of Louisiana, and for the past twelve years has been and is today one of its most virile promoters. His operations in Cado Field have contributed in a marked manner to the conservative, yet prosperous, exploitation of Louisiana's natural products, in oil fields. He is also a "cheerleader" for all operations tending towards the commercial and civic progress of his community and State. Mr. Stringfellow was appointed Commissioner of Public Safety in Shreveport, Louisiana, on November 1, 1918, and is conveniently expected to make his usual high record in that important office. He married Miss Mattie Griggs. Their union has been blessed with two children, R. L. Jr., and Roy Clinton Stringfellow. Mr. Stringfellow is a Scottish Rite, Shriner, Mason, and a member of Shreveport Golf and Country Club.



WILLIAM CLAY HOLMES  
lawyer

**W**ILLIAM CLAY HOLMES, one of the most prominent of the young law men in north Louisiana, is the son of Emory F. and Sarah Isabelle Clay Holmes, both in Meriwether County, Georgia, on February 26, 1889. His early education was acquired through attending the public schools of Meriwether County, Georgia. He then became a student of Prep Schools, Nashville, Tenn., and the famed Polytechnic College of Nashville, and graduated with a class of 1907 with the degree of B.A. In 1912 he graduated from Georgetown University, Washington, D. C., with the degrees of LL.B. and M.P.L. He immediately began the practice of his profession in Washington, D. C., but in 1914 removed to Shreveport, La., where he is rapidly rising to prominence, not only as a successful lawyer, being a specialist in patents, trademarks, and copyrights, but also as a leader whose energies and efforts are always available for the promotion of Louisiana and most progressive movements furthering the progress of Shreveport and Louisiana both locally, as of the State generally. He has participated in all war work activities, contributing his services without stint where needed. Mr. Holmes married Miss Helen Hardy of Corsicana, Texas, and there is one daughter, Helen Hardy Holmes, aged three years. Mr. Holmes belongs to the Mississippi Club, is a member of Shreveport Golf and Country Club, American Red Assn. and Delta Chi Fraternity.



# MONROE

## OUACHITA PARISH

**M**ONROE, situated in Northeast Louisiana, has a population of some 14,000 people, is located on the Ouachita River, with steamboat traffic to New Orleans. The government is constructing a system of locks and dams on this river, one of which, at Monroe, is completed, and the two below seventy per cent completed. The appropriation for the completion of these two dams is in hand, and one season of low water will suffice to complete them, and thus insure river navigation the year round.

West Monroe, separated from Monroe by the Ouachita River, has a population of 2,000, its own municipal government, excellent systems of water, sewerage, schools, churches and fire department.

There are three railroads through Monroe—the Vicksburg, Shreveport & Pacific, Missouri Pacific, Iron Mountain and its branches, and the Arkansas, Louisiana & Midland, running twenty passenger trains daily.

Monroe is the jobbing and trade center of a rich agricultural country for a distance of seventy-five miles in every direction. On account of her river transportation, ample railroad facilities, cheap freight rates, with 500,000,000 feet of oak, gum and pine timber in Ouachita Parish. Monroe is an ideal location for manufacturing plants, especially woodworking plants. A box factory, veneer plant, chair factory, wagon factory and furniture factory would find Monroe an ideal site on account of raw material, trade location and cheap transportation with fuel from their waste. It is also an opportune time to establish in Monroe a department store, overall factory, wholesale drug company, and a poultry packing plant, and button factory.

The city owns and operates its water system, electric lighting plant, and street car system.

Monroe has a unique pleasure resort in its Radia Salt Water Natatorium. The Natatorium is owned and controlled by the city, the salt water coming from a well about 2,400 feet in depth, the result of an attempt to strike oil and gas during the year 1909. After reaching a depth of 2,400 feet the salt water rushed in and drowned the well, though some gas is flowing yet, coming up with the salt water, and in sufficient quantity to run heating plants for the shower baths. The swimming pool is 200 x 400 feet, ranging in depth from one to twelve feet. The flow of water is about 7,000 gallons per day, insuring clean water at all times. There are four bath houses ample to accommodate 350 bathers.

The agricultural lands surrounding Monroe are remarkably rich; a sandy loam producing large acreage yields of cotton, corn, oats, potatoes, peas, soy beans, and hay. The long growing season and ample rainfall (50 inches) making possible two, and even three crops in one year.

Monroe is noted for its fine schools and churches and its immunity from epidemic diseases, cyclonic and seismic disturbances. It has never, in all its history, had an epidemic, a destructive storm nor an earthquake. It is an ideal place to live and prosper.

A \$500,000 bond issue for about 100 miles of good roads was recently voted in two road districts for the construction of roads radiating from Monroe north, northeast, east, southeast, and south. These roads will give easy access to Monroe to farmers fifteen or twenty miles distant, making farm lands in the vicinity of Monroe more attractive.

The development of the Monroe Oil and Gas Field, twenty miles north of this city, has given an impetus to the industrial life of Monroe. Several wells have produced gas in large quantities, and gas from this field will be piped to Monroe in a short while. Natural gas will make cheap fuel that will be attractive to manufacturing enterprises, and the added attraction of river navigation will lend vigor to the industrial life of Monroe.







HENRY NEWTON THOMPSON.

Banker. Public official.

**O**NLY successful men are bankers, which is one of the reasons why Henry Newton Thompson, Cashier of the Central Savings Bank of Monroe, Louisiana, is so widely known among the prominent younger men in banking circles. Mr. Thompson was born in Harrisonburg, Louisiana, on October 29, 1886, and is the son of Judge P. M. and Mrs. Thompson. His higher education was obtained through Jefferson Military College, in Washington, Miss., where he was a student from 1902 until 1904. He completed a course in business ethics at Soule's Business College in 1905 and at once began career as an Assistant Cashier of the Harrisonburg State Bank in Harrisonburg, Louisiana. His qualifications soon attracted the attention of those in search of men specially endowed, and in 1911 Mr. Thompson became Assistant Examiner of State Banks for the State of Louisiana, which office he retained until 1914. In 1916 he became Treasurer of Ouachita Parish, which office he is successfully filling at this date. He likewise associated with the Central Savings Bank & Trust Co., as Cashier, in Monroe, Louisiana, and remains active in that capacity. Mr. Thompson married Miss Edith McMillan, daughter of Nashville, Tenn., and their four children are: Edith, H. N., Jr., Mary C., and Robert C. Thompson. Mr. Thompson is a member of El Karamiah Temple, of Maple Shade, Knight Templars, Monroe Commandery, and Monroe County Club.



AUBREY L. GREEN.

Public official.

**A**UBREY L. GREEN, Clerk of Court of Ouachita Parish, and a prominent citizen of the city of Monroe, was born in Trenton, Penn., on May 11, 1877. He is the son of Austin and Ada S. Green. His father was for some time a merchant in Trenton and afterwards for four terms a clerk of Court of Ouachita Parish. In 1891 Mr. Green finished his school in Monroe, La., which he worked at the Clerk's office, and for Lee Kitch Landrum Co., the People's Oil Mill till 1895, when he took a business course and graduated at Southern Business College in New Orleans. He then became bookkeeper and after a year he became Cashier of the Planters Oil Mill, with which he remained until 1901, when he became Cashier of the Monroe Grocer Co. From 1902 till 1904 he was employed by John P. Farber, and in 1904 he was appointed by the Governor to be Assessor of Ouachita Parish, and in 1908 he was re-elected Assessor. In 1910 he was elected clerk of Court, and in 1916 he was re-elected clerk of the office he now holds. Mr. Green is a bar club with a host of friends. He is a member of the Elks, Knights Templars, K of P, and the Riverdale Club, one of the well known successful men of this section.





ARTHUR WASHINGTON de ROALDES,  
Surgeon—Humanitarian.

**A**RTHUR WASHINGTON de ROALDES, surgeon, humanitarian, veteran of the Franco-Prussian War of 1870, Commandeur de la Légion d'Honneur, Commandeur of the papal Order of Saint Gregoire le Grand, Chevalier of the Italian Order of Saints Maurice et Lazare, was born in Opelousas, Louisiana, January 25th, 1849. Son of Abel de Roaldès, M. D. and Coralie Testas de Folmont of the Département du Lot, France.

Arthur W. de Roaldès was a grand nephew of General Garrigues de Flaugac of St. Landry Parish, Louisiana who emigrated to Louisiana during the French revolution, became later State Senator, and was a hero of the battle of New Orleans, specially mentioned in the official report of General Jackson. General Garrigues de Flaugac was credited with having commanded the battery that killed Pakenham.

Arthur W. de Roaldès was educated in France by the Jesuits; was awarded by the jury of the University of France the diploma of Bachelier-ès-Lettres in 1865 and of Bachelier-ès-Sciences in 1866. An epidemic of cholera having closed the schools of Paris he returned to America where he began his medical studies and later became interne of the Charity Hospital. The Medical Department of the University of Louisiana (now Tulane) conferred upon him the diploma

of doctor in 1869, after which he continued his medical studies in France. He passed his last examination before the Faculty of Paris, by which he was awarded the title of docteur en médecine in 1870. At the outbreak of the Franco-Prussian war he offered his services, and on the recommendation of Professor Nelaton and Dr. Marion Sims, was appointed Assistant Aide-Major of the 6th International Ambulance. At the retreat of the 5th Army Corps, surprised by the Germans, he was mentioned in the Order of the Day for act of bravery on the eve of the Battle of Sedan. Not only did he save his Ambulance at the Battle of Beaumont-Monzon, but also a number of wounded in an improvised hospital, which Prussian guns directed at a pontoon behind it, had set fire to, for which he was subsequently made Chevalier de la Légion d'Honneur. He planted the Red Cross flag on the roof of the burning building, which forced the Prussians, in respect to the article of the Convention of Geneva, to change the direction of their firing. The following day, with the aid of three hospital nurses, in the heat of battle he rescued 17 wounded French and Germans from a burning house at Bazailles. He then served in the Armée de la Loire until the end of the war.

Cte de Flavigny, President of the French Red Cross, appointed Dr. de Roaldès Surgeon-in-Chief at the outbreak of the Commune, and he organized the Ambulance of Chaville and Ville d'Avray.

(Continued on page 94)



(Continued from page 37)

acting under the orders of the government of Versailles. The Red Cross Society presented him with flattering documents expressing its thanks, as well as with the Surgical Instruments used in his Ambulance during the Second Siege of Paris.

In 1872 he returned to New Orleans and served as Chief of Clinic successively to Professors Richardson and Logan. At different periods he was visiting Surgeon at the Charity Hospital.

In 1876 for reasons of health he went to Nice, France, where he joined the Medical Society and practised his profession during the winters, traveling during the summer on the continent.

In 1889 Governor Wiltz of Louisiana offered him the position of Surgeon in Chief of the Charity Hospital which he accepted, and returned to New Orleans to assume its direction. The Board of Administration at the head of which was Doctor Holliday, seconded Dr. de Roaldes unsuccessful effort to introduce trained nurses into the Charity Hospital. It was not until ten years later that a subsequent administration accepted the reform. During his term as Surgeon in Chief he suggested and presented plans for an ambulance service, which were also carried out by a successor.

From 1887-1889 he devoted himself to special study of diseases of the Ear, Nose, Throat and Chest, visiting for that purpose during Spring and Summer the principal clinics of Europe. Aided by charitable citizens, he founded in 1889 the Eye, Ear, Nose and Throat Hospital with Mr. William E. Schmidt, as its first president, and of which he became Surgeon in Chief. He held this position until his death.

In 1890 he was elected to the Chair of Oto-Laryngology in the Faculty of the New Orleans Polyclinic (now Tulane Post-Graduate School of Medicine). He took part in 1890 in the International Congress of Berlin and became Corresponding Member of la Societe Francaise d'Otologie et de Rhinologie et de Laryngologie; Vice-President Louisiana State Medical Society in 1892, in 1893 was president of the Orleans Parish Medical Society, president New Orleans Diphtheria Antitoxin Commission in 1894, Fellow of the American Laryngological Association, and delegate from it to the Laryngological Association of England, and to the 5th International Otological Congress 1895 held in Florence, Italy. At this Congress he was chosen a member of the Organization Committee of the next International Congress to be held in London in 1899. Member of International Congress in Rome in 1894, Paris, 1900, Member of American Committee of Seventh Otological Congress in 1901 at Bordeaux. He collaborated in several medical journals in America and in Europe. He was Fellow of the American College of Surgeons, and Member of Institute of Social Sciences. His graduation thesis on "Les fractures du Fémur par armes à Feu," received honorable mention by the Faculty of Paris. Among his writings on medical themes are:

"A Case of Atresia Laryngis from Catarrhal Laryngitis, with presentation of Patient followed by Intubation," 1891.

"The Electrical Department of the Eye, Ear, Nose and Throat Hospital of New Orleans," 1893.

"Adenoid Growths of the Nase-Pharynx and their Treatment," 1893.

"An improved Motor-Dynamo and Electrical Cabinet," 1894.

"Trombe of Ethyl as an Anaesthetic in Oto-Laryngological Practice," 1894.

"A Case of Foreign Body (gold coin) Engaged in the Ventricles of the Larynx," 1894.

"A Case of Compound Fracture (Odontome) involving the Right Anterior of Highmore and obstructing the Corresponding Nasal Fossa," 1894.

"The Differential Diagnosis between Diphtheria and other Diphtheroid (Pseudo-Membranous) Inflammations of the Upper Air Passages can only be positively established in doubtful cases by the presence of the Klebs-Loeffler Bacillus," 1894.

"Notes on Diphtheria Antitoxine," 1895.

"Report of the Diphtheria Antitoxin Commission of New Orleans," 1894-1895.

"Notes Préliminaires sur quelquesunes des particularités du Nègre en Otologie," 1896.

"Report of a case of incomplete Fracture of the Left Cornu of the Thyroid Cartilage, resulting from Self-Inflicted Violence," 1897.

"A Remarkable Case of Fibro Chondroma of Branchial Origin (Pharyngeal Teratoma), removed from the Throat of an Infant Six Weeks Old," 1897.

"Report of a few Cases of Chronic Empyema of the Antrum of Highmore, operation by the Caldwell-Luc Method," 1900.

"Management of Foreign Bodies in the Air Passages," 1900, etc.

In 1903 the French Government, in consideration of his scientific works and of his Foundation made him Officer of the Legion d'Honneur.

A short while after, he was awarded at a public ceremony by a committee of the Progressive Union, the Precyume "Loving Cup," an honor conferred upon the one recognized by the citizens of New Orleans as having rendered the greatest service during the year for the public benefit.

Subsequently, France rewarded the gratuitous services rendered her indigent sick by his hospital foundation by sending it a magnificent Vase de Serres of heroic size, example that was followed by the governments of Italy, Russia, Germany, and Spain with artistic gifts to the same institution in appreciation of medical attention given their respective poor.

In 1906 he raised a large sum of money with which was constructed the new clinic of the Eye, Ear, Nose and Throat Hospital, of which the inauguration took place February 22nd, 1908. In the same year he was raised by the government to the grade of Commandeur de la Legion d'Honneur.

In 1907, he presided over the meeting in Washington of the American Laryngological Association.

In 1896 Doctor de Roaldes lost his sight at the zenith of his professional career. Undaunted by his misfortune that would have forced many another into inactivity, he courageously continued, handicapped as he was, with the help of competent partners and assistants the successful administration for 15 years of his hospital foundation and his office practice until invalidism seven years before his death confined him to his home. It was a cruel irony of fate that one who had founded a hospital for the relief of eye cases should himself have been stricken with blindness. He died June 12th, 1918. Doctor de Roaldes was a devout Catholic.

He married in 1874 Laura Pandely who died in 1875. In 1885 he married Anne E. Miller, daughter of Justice Henry C. Miller of the Supreme Court of Louisiana.

He was well known for his genial disposition, hospitality, his power of making and keeping friends, and his kindness to the poor.

Active member for many years of the Orleans Parish Medical Society, Louisiana State Medical Society, and of the American Laryngological Association, when sickness necessitated his retirement, he was put on the list of Honorary Members.





CHARLES ALPHONZO FARWELL.  
Business Man, Sugar Factor, Philanthropist

**C**HARLES ALPHONZO FARWELL, an idealistic spirit, a mind of unusual brilliancy and an executive skill that proceeded with uninterrupted assurance to the accomplishment of the designed ends easily appointed the late Charles Alphonzo Farwell a leader of the more difficult and hazardous combats that develop in the growth of a community populated by so widely diverse nationalities and actuated by such conflicting aims as are characteristic of New Orleans. His contribution to the commercial strength of the city was notable. Grounded in the knowledge obtained by personal contact with the problems of management of large plantations, during his career in that capacity on the plantation of his uncle, Richard Milliken, Mr. Farwell entered the office of the former in New Orleans but soon became a partner of the business which as Milliken & Farwell was one of the leading factors in the sugar producing and selling industry of the south. Mr. Farwell attained special eminence in connection with his work in behalf of protection of American industries. His wide knowledge of tariff laws in their relation to the sugar industry thrust upon his shoulders the weightiest work for the preservation of this most important Louisiana product. When the American Cane Growers' Assn. was organized in 1896, Mr. Farwell was elected its President. He affiliated his organization with the American Beet Sugar Assn. and within a month visited

Washington, supported by a committee of staunch adherents to the protective policy on sugar. There under abnormal difficulties Mr. Farwell and his associates were instrumental in abetting the introduction of the famous Dingley Bill into Congress, which after much opposition was finally signed by President McKinley. Mr. Farwell's activity in behalf of sugar continued unabated, and at the time of his decease he was President of the American Protective Tariff League.

Charles Alphonzo Farwell was the son of Charles A. and Martha Blair Farwell, born in New Orleans in November, 1860. A part of his boyhood days were spent at his father's old home in Rockland, Maine in the acquirement of rudimentary education. He returned to New Orleans and completed education through a private school.

Despite the vast import of his public life, it was as a private citizen that Mr. Farwell displayed the most notable characteristics. His charity was wide, generous and unobtrusive. As a friend and benefactor of the Charity Hospital he devoted much time during his later years to the management of the affairs of that institution. Largely through his interest therein, his aunt, Mrs. Deborah Milliken, contributed several hundred thousand dollars for the erection of the Milliken Memorial Building of Charity Hospital which augmented its facilities in such a marked degree. Mr. Farwell was a man of culture whose

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CAPTAIN PENDLETON S. MORRIS.  
Business Man, Philanthropist

**C**APTAIN PENDLETON S. MORRIS, Business man, Philanthropist and Idealist, whose thirty-six years of activity in all matters appertaining to the best development of the South have impressed the history of progress of the best interests of that section of the country in a most vital manner, was born in Frankfort, Kentucky on December 31st, 1858. He was the son of Harry Innis Morris and Ann Stewart Morris, native Kentuckians, and is born of those families who place ideals high in their family life. His ancestors, through the paternal and also the maternal line, were factors of development through colonial and revolutionary times to date. Through the maternal line, Mr. Morris was descended from the Stewarts of Virginia, one of whom was a distinguished and brave member of Washington's army during the French and Indian wars. Another distinguished ancestor, of the maternal line, was Commodore Richard Taylor, first cousin of Col. Richard Taylor, father of President Zachary Taylor. Through his father, Mr. Morris was descended from the Morris's of Louisa County, Virginia; likewise from Judge Harry Innis, a noted Jurist of Kentucky and Virginia, at one time Attorney General of the District of Kentucky and until his death Judge of the U. S. District Court. Authorities estimated Judge Innis the peer of Patrick Henry in eloquence and his superior

in attainments. The former refused the office of Chief Justice of the United States. He married Elizabeth Callaway, daughter of Col. James Callaway of Virginia, who fought in the French and Indian wars and was a Colonel in the Revolutionary war.

Their descendant, Capt. Pendleton S. Morris spent a happy youth in his native town of Frankfort, and entered the commercial arena in 1882 as an employee of the Chess-Carley Oil Company in Louisville, Ky. His entire business life was devoted to oil interests. He remained with the Chess-Carley Company until the Standard Oil Co absorbed it, since which date he has been an able official of the latter concern whose interests he represented in Louisiana since September, 1897. Capt. Morris actively participated in every movement for the highest civic development of his resident community. He was President of the New Orleans Assn. of Commerce, Vice-Chairman of the New Orleans Red Cross and Chairman of Draft Board No. 13. Representing the most exclusive socially, he was President of Pickwick Club of New Orleans, a delightful host and an especially charming companion to those who enjoyed his friendship. In church matters he was foremost, being a regular attendant at Trinity Episcopal Church and, unlike the multitude, practiced his religious beliefs in his daily dealings with the world. He was never heard to speak unkindly of anyone, he gave liberally of his

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**WILLIAM PATRICK BURKE.**  
Business Man.

**W**ILLIAM PATRICK BURKE was the eldest son of Nicholas Burke and Elizabeth Hinton, and was born in New Orleans on the 14th of January, 1865. During his early years he attended the parochial schools and was later a student at the College of the Immaculate Conception from which he graduated in 1881 with distinguished honors.

Immediately after graduating he entered the business world as a clerk of Nicholas Burke Company, Limited, Wholesale Grocers and Importers, of which his father was President. His zealous attention to duty, his affability, and his strong and noble character soon won for him promotion, and in 1892 he was made Vice-President of the firm, a position which he held until his father's death in 1904, since which time he has been the acting President and directing genius of the Institution, although he steadfastly refused to accept the higher title out of deference to his father's memory.

In January, 1906 Mr. Burke helped to organize the German-American Savings Bank and Trust Company, of which he was immediately elected President. During his administration the Bank, small at first, grew rapidly, and was soon reckoned among the most successful institutions of its kind in the state. Later, in January, 1914, when this bank merged with the Canal-Louisiana Bank and Trust Company and the German-American National Bank, in recognition of his faithful

services, his sterling honesty, and business acumen, Mr. Burke was elected Chairman of the Board of Directors of the new bank, a position carrying with it even more responsibility than that of President.

In 1915 his sound business methods, strict veracity, and uncompromising adherence to his ideals had won for him a universal reputation, and he was selected as one of the foremost business men of the city to act as a director of the Liverpool & London & Globe Insurance Company, a widely coveted honor. He was also a director of the Southern Railway System, and a few years earlier had been a director of D. H. Holmes Company, Limited.

Besides the more businesslike side of his nature he exhibited at all times a most considerate, unselfish and self-sacrificing trend of character which knew no limit in the service of his friends, and which made him universally beloved by all those with whom he came into contact. His popularity with his associates is evidenced by the number and quality of the clubs and organizations to which he belonged. Among these were the following: President, Club on Wheels, Member of the Governing Board of the Boston Club, Life Member of the Pickwick Club, Member of the Governing Board of the Audubon Golf Club, Member of the following clubs: Louisiana, Chess, Checkers and Whist, Stratford, and of the Southern Yacht Club, Pass Christian Yacht Club, New

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JOHN NEWTON PHARR,  
Sugar Planter.

**J**OHAN NEWTON PHARR was born in North Carolina of Revolutionary ancestry, March 12, 1839. His father was a cotton planter. The family moved to Tennessee and thence to Mississippi, and at the age of 20, while living in Mississippi, his attention was called to the Louisiana paper shell pecan, and upon inquiry he learned that they were grown on Bayou Teche.

He was told also that the Teche country produced marvelous crops, and resolved at once "to spy out the land." He arrived in St. Mary's Parish in 1850, and immediately set to work with his extraordinary energy and ability, and at the outbreak of the war was the owner of a considerable amount of property and a number of slaves. He served throughout the period of the war as a Confederate soldier and started afresh at its close to rebuild his fortunes. He became interested in sugar plantations, steamboats, timber lands, and saw mills, and at the time of his death he was the largest individual owner of sugar properties in the State. Mr. Pharr was a man of unusual force of character, and his name was synonymous with integrity and honor, and his word was his bond. In 1868 he married Miss Henriette Andrus of Opelousas and thereafter became associated with the Methodist Episcopal Church, the Sunday School and the cause of prohibition. Three sons, John Andrus, Henry Newton and Eugene Albertus, are the present representatives of the family in Louisiana, holding intact, and operating, and year by

year adding to the estate. In 1896, two years after the first Wilson bill, the sugar planters in Louisiana, acting almost as a unit, went over to the Republican party, calling themselves the "Lily Whites." John Newton Pharr became the unwilling standard bearer in the gubernatorial nomination, and, as the records of that date will amply testify, he was elected Governor by an overwhelming majority of the white voters. The following is taken from an editorial of the Times-Democrat of that year, which paper opposed his candidacy: "It must be admitted that Mr. Pharr carried twenty of the twenty-five white parishes in the State, while his Democratic opponent carried the remaining five white parishes and all of the so-called black parishes, having negro majorities."

The political machinery of the State at the time was in the hands of the Democratic party, and Mr. Pharr was counted out. There was, however, a lively contest at Baton Rouge which might easily have resulted in civil strife. Mr. Pharr agreed to withdraw only after the leaders of the Democratic party pledged themselves to a Constitutional Convention by which means the negro vote was to be eliminated from political contests in future. This convention followed in 1898, since which time the negro vote has ceased to be a factor in the State.

John Newton Pharr died at his home on "Fairview Plantation," in St. Mary Parish, on Nov. 21, 1903, honored and loved by the community, where he had dwelt more than half a century, leaving a record in public, business and private life, an honor to his family.





PHILIP WERLEIN.

Business Man, Merchant, Man of Affairs.

**P**HILIP WERLEIN, nationally known as one of Louisiana's ablest men, was born in New Orleans on June 5th, 1878, the son of Philip and Betty (Parham) Werlein. With the completion of acquirement of education, Mr. Werlein returned to New Orleans to associate with the business known as "Philip Werlein," founded by his Grandfather, one of the oldest houses in the United States engaged in the sale of pianos, musical instruments and music, of which business he became the Head and Chief Executive. Under his direction the firm of "Philip Werlein" continued its growth and expansion in a remarkable manner. Mr. Werlein, in addition, was one of the most active men in the community in behalf of public betterment. He served for three terms as President of the New Orleans Progressive Union, and was a determinate factor in promoting every movement having the growth and development of New Orleans as its object. He was Sub-Treasurer of the United States, but accepted only as a party measure so as to permit the then incumbent to assume another important post. He was Vice-Chairman of Democratic State Central Committee and President of the Election of Supervisors of Orleans Parish. In the piano industry he enjoyed the best esteem of its leaders, and was President of the National Association of Piano Merchants. His acquaintance with artists and musicians was world-wide, most of whom esteemed Mr. Werlein as a warm personal friend, and his death on February 22, 1917, bereaved New Orleans particularly and a world-wide circle generally of one of its most beneficent and valuable influences.







WASHINGTON G. BOYLAN.  
Business Man.

**W**ASHINGTON G. BOYLAN, Protector of Public Safety, Soldier, Business Man.

Probably few men in this generation have been as familiar with the applied art of burglary, or knew how to deal more effectively with its instigators than the late Washington G. Boylan, whose activities as guardian of public safety extended over a half century. Absolutely fearless, with a mind keenly alert to the disguises of danger and quick to detect its perpetrators, he was the terror of that part of the world engaged in destroying its fellowmen and their property. Mr. Boylan's activities as a defender of mankind began with his admission to the Thirtieth Louisiana Volunteers as a private at the outbreak of the Civil War. At the close of the war he had attained to the rank of captain. In 1877, during the turmoil between the Metropolitans and the State Supreme Court, Capt. Boylan with the late Ben J. Oporate, under appointment of the then civil sheriff, Thomas H. Handy, deterred Major Loan, Capt. Gray and eight or ten uniformed officers, acting under orders from Judge Ludeling, from taking possession of the premises and held same until the installation into office of the Nicholls Court headed by Chief Justice Manning had been successfully

accomplished. Later, for 20 years, Mr. Boylan engaged in the persistent pursuit of weigher for foot of New Orleans, but resigned that office to become again active in defense work under the institutional name of Boylan's Detective Agency and Protection Police. This organization gained permanent fame for its work as a protector of individuals and properties. For 32 years Capt. Boylan directed the operations of the protective police who guarded the banks of New Orleans. His men were on duty day and night. In addition to its bank corps, the Boylan company operated an efficient detective system. Through that department they have brought many notable criminals to justice, including W. Thomas Smith and Jas. W. Harper, officials of the First National Bank of Hattiesburg who were trailed from Hattiesburg, Miss., to Vancouver, B. C., and finally captured at Seattle, Wash. They also detected and exposed the operations of many forgers. They made the world safe only for men whose activities could endure the glare of rigid investigation and freedom from all crookedness. Mr. Boylan was born in New Orleans where he lived all his life. He was a graduate of Spring Hill College of Mobile. He married Miss Olgiana E. Westerfield. Their

Address: 1110 Poydras St.





THOMAS J. KELLY,  
Merchant.

**T**HOMAS J. KELLY, wholesale grocer, was a native of New Orleans, born on August 6th, 1858, and died November 15th, 1918. He was the son of James and Margaret (Glynn) Kelly. He attended the Christian Brothers School, then entered St. Vincent's Academy for a commercial course and finished school in 1873. His first gainful occupation was in the retail grocery business, in which he worked from October, 1881, until July, 1901. He then entered the wholesale grocery business for his personal account, locating his establishment at Natchez and Tchoupitoulas Streets. This firm is one of the best known in the southern wholesale grocery trade. Mr. Kelly served as counselman for eight years, having been elected to that office. Governor Sanders appointed him to the Board of Commissioners of the Port of New Orleans and he served his full term. He served again on that Board under appointment by Governor Pleasant in 1916, until his death. Mr. Kelly served on the directorate of the Morgan State Bank for fourteen years and was a member of executive committee of Whitney Central Trust and Savings Bank, since its organization. Mr. Kelly married Theresa G. Fernandez on October 12th, 1887. Thirteen children were born of their union, of whom five are deceased. These living are: Edna, Mrs. George C. Kelleher; Cecelia (Mrs. Osg. J. Smyth); Thomas L., Jr., who enlisted in the navy in 1916, and Wesley, Winifred, Florence, Jerome and Rosemary Kelly.



RAYMOND FRANCIS HARRISS,  
Cotton Factor and Banker.

**R**AYMOND FRANCIS HARRISS, Cotton Factor and Banker, was born in Dallas, Texas, on August 15th, 1892, died Jan. 3, 1919. He was the son of Mr. and Mrs. Leavis E. Harriss. After attending public and parochial schools, in 1904 he entered for the academic course at Chas. J. Point Military Academy, Westchester, N. Y., from which he graduated in 1907. Immediately after completing school, Mr. Harriss returned south and engaged in the cotton business with the firm of Harriss-Troy Cotton Co., of Oklahoma City where he remained for seven years. In 1911 he removed to San Antonio, Texas and was a partner of the firm of Harriss Bros., cotton merchants. In June 1913, Mr. Harriss entered the firm of Harriss, Troy & Vase, as a partner, and took over direction of the New Orleans office, where he was active until his death. Mr. Harriss enjoyed recognition as one of the able cotton men operating in the south. He was also interested in various other leading enterprises, and was a Director of the Marine Bank & Trust Company. Mr. Harriss married Evelyn Melchre of Galveston, Texas, and their one son is a bright boy, Raymond F., Jr. Mr. Harriss was a member of Pickwick, Boston, Chess, Checkers and Whist, North Shore, Country, S. Y. C., Elks and Y. M. C. Clubs.



## THOMAS P. THOMPSON.

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Thompson, was a soldier of the Confederacy, who died of his wounds shortly after the close of the Civil war. As a result, the son, Thomas P. Thompson, had time to acquire only a rudimentary education through the grammar school before taking up, at the age of 14 years, the stern duties of providing for himself. His business career, beginning in a minor capacity, has progressed steadily to its present prestige through his unalied efforts, skill and intelligent industry. Mr. Thompson is active in prominent club circles of the city. He is a member of the Pickwick and Round Table Clubs, and Louisiana Historical Society. U. S. Historical Society, Mississippi Historical Society and various other important similar organizations. Mr. Thompson has been President of the Board of Managers of the Touro-Shakespeare Home since 1901. He is also President of the Board of Curators of Louisiana State Museum, which distinguished office he has filled since 1906, and President of Board of Marquette Society for Higher Education of Loyola University since 1911. In 1890 he married Miss Ida Marie Zorn. Three lovely children were born of this union, who are popular in New Orleans. They are Basil Thompson, Anna and Dorothy Thompson.

## GEORGE SOULÉ.

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In this series of mathematical works, the reasoning method has been employed instead of rules.

He is a member of the following societies: Louisiana Historical Society; National Institute of Social Sciences; The Institute of Accountants, New York; Chartered Accountants, New Orleans; National Education Association of the United States; Federation of Business Colleges; National Geographical Society, Washington, D. C.; The Luther Burbank Society, Santa Rosa, California; The American Social Party Association; Association of Commerce, New Orleans; School of Design, New Orleans; Southern Sociological Congress, Washington, D. C.; Association to Prevent Cruelty to Children; Conference of Charities; The International Longfellow Society, Portland, Maine; Past Grand Commander Knights Templar of Louisiana; Grand Encampment of the Knights Templar of the United States, and all departments of Masonry, including the thirty-third degree, honorary.

In 1860, he married Miss Mary Jane Reynolds, a native of Mobile, Ala., by whom he has had nine children, of whom six are living; four sons and two daughters.

Albert Lee and Edward Everett graduated at Soule College in 1881; at Cornell University, Ithaca, N. Y., in 1888, and at the Tulane Law School, New Orleans, in May, 1891, and are now interested in Soule College. Frank Soule graduated at Soule College in 1888, at Cornell University in 1892, at Tulane Law School in May, 1894, and is now a member of the local bar and a lecturer on Commercial Law in Soule College. Robert Steiner Soule graduated at Soule College in 1891 and at Cornell University as an architect in 1895. Mary E. and Lilie C. are graduates of the English and Academic Schools of Soule College.

In March, 1862, Professor Soule entered the military service of the Confederate States as Captain of Company A, Crescent Regiment, Louisiana Volunteers, and served through the war. During the war he was promoted to Lieutenant Colonel and later assigned by General E. Kirby Smith to the command of the Labor Barracks, District of Western Louisiana. In this capacity, he continued until the close of the war.

In June, 1918, Tulane University honored Colonel Soule with the degree of Doctor of Laws, in consideration of his long and eminent services in the fields of education.

Colonel Soule has never taken any active part in politics, preferring to give his time and capacity to education and the elevation physically, mentally and morally of mankind.

## ETHELLED MAXWELL STAFFORD

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during 1909 and 1910. On November 25, 1909, he was married to Miss Eugenia A. Terhant, and Mr. and Mrs. Stafford are prominent participants in the leading social circles of the city.

Senator Stafford served as food administrator for the first and second Postries, war with Germany, served as food administrator for the first and second Postries, Industrial Advisor to the Postries, Excursion Board and also served as Associate Member, Legal Advisory Board. While he was anxious to serve again in the army he felt he was more needed at home to help finance and feed the men who won the battles for Freedom and Democracy. Senator Stafford was one of the four minute speakers and a speaker for the State Council of Defense.

## CRAWFORD HATCHER ELLIS

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new enterprise desires to assure its unquestionable success in every way, it seeks the endorsement of Mr. Ellis as a director and stockholder.

Crawford Hatcher Ellis was born in Selma, Alabama. His father was Thomas Jefferson, and his mother Elizabeth Wilson Ellis. He attended the public schools of Selma, and graduated in a special business course from Kentucky University in Lexington, Ky. His career has been one of success from its inception at the time Mr. Ellis was 18 years old, when he went to Central America in the employ of the Lumbermen Company as a bookkeeper. He has risen quickly and successively in positions of varying importance until at this time he is one of the foremost business men of the country. His connection with the United Fruit Company began in 1899, upon its organization. He was made manager, and later assumed office as Vice-President, which he holds to date.

Mr. Ellis married Miss Inez M. Saffold, of Selma, in 1895. Their daughter, Miss Inez Lucile Ellis, was one of New Orleans' most noted belles, and is now a prominent young matron of the city's exclusive social circles. Mr. Ellis is Vice-President of the New Orleans Country Club. He is a member of leading carnival organizations, and was King of the Carnival in 1914. He is affiliated with all leading social and political clubs, as also of the more important commercial organizations.

## ERNEST LEE JAHNECKE

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Manager of the Jahnecke Navigation Company and the St. Tammany Shipyard. In 1915 he became President of the P. Jahnecke, Inc., and is now President and General Manager Jahnecke Shipbuilding Company, that is engaged in completing one of the largest of the U. S. Government shipbuilding contracts. Mr. Jahnecke's activities cover a wide radius and include nearly every important field of commercial endeavor, and their associate interests. To his friends he is best known as a cultured gentleman, with a broad sympathy for humanity, a wide grasp of public affairs and an intelligent initiative that assures success to any undertaking he enters. Mr. Jahnecke married Miss Cora Van Vorst Stanton, the granddaughter of Edwin M. Stanton, Secretary of War. Mr. and Mrs. Jahnecke have four children, who are P. Stanton Jahnecke, Adele Townsend Jahnecke, Ernest Lee Jahnecke, Jr., and Cora Stanton Jahnecke, each being a distinct gain to the prominent social circles of which they are members. Mr. Jahnecke is among the distinguished members of Boston, Country and Louisiana Club of New Orleans, and of India House of New York City.

## DR. WILLIAM SCHEFFEGRELL.

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of its Hayfever Clinic. Dr. Scheffegrell is President of the Audubon Park Commission and is identified with all its recent developments, that have made it one of the most beautiful parks in the South. He is President of the New Orleans Opera Association, of the Walnut Street Improvement Association and of the Louisiana Moral Photography Association. In club circles he is a prominent member of the Chess, Checkers and Whist Club.

## ACHILLE F. PEARD

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He was first connected with the Belle Helene Co-operative Company, and he also played an important part in the development of the business of the Cloyen Ridge Planting and Manufacturing Company, and the Alleman Planting Company.

For the past few years Mr. Peard has been a leader in the development of the sugar industry in this state and has been successful in all his undertakings, owing principally to his paying close attention to all business requirements.

Mr. Peard is a member of the Louisiana State Legislature in the new house has been active in securing the adoption of legislation that benefited the farmers and aided in the material development of the rural section of the entire state.

For many years Mr. Peard has made his home at Clonides, La. He is member of Jerusalem Temple, Ancient Arabic Order, Nobles of the Mystic Shrine and is a thirty-second degree Mason, holding membership in the Grand Consistory of Louisiana. He is also a member of the New Orleans Press Club, the local order of Elks and the Odd Fellows.



#### WILLIAM PENEFF.

*(Continued from page 60)*

activities. Governor Pleasant appointed him member of Board of Administrators of Charity Hospital in 1918. Mayor Behrman appointed him member of Board of Prisons and Asylums in 1918. He is also a member of the Federal Board for Vocational Planning and Rehabilitation for District No. 6, comprising Louisiana, Mississippi and Alabama. Mr. Penoff married Miss Corinne Pennera Sievers on October 21, 1891. Their four children are William S. Penoff, Mrs. Wm. H. Enchele, Jr., Corinne Amelia Penoff, Genevieve Pauline Penoff. He has one grandchild, Edna Pfaff Brinde. Mr. Penoff is an enthusiastic booster for the city of New Orleans. He is a member of the Executive Committee of United Typothetae of America, belongs to Association of Commerce, All Club, Press Club, various leading social clubs and fraternal organizations. Musonic bodies and humane societies, and is known generally for his probity and great kindness of heart and heart.

#### PAUL CARPENTIERELLE.

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der of the House of St. Clair. This honor has seldom been shown an American citizen. The United Franchises of the Confederacy also showed their appreciation for the great amount of food and supplies furnished by Mr. Carpentierelle by presenting him with a Cross of Honor. In 1901 St. Louis University conferred on Mr. Carpentierelle the degree of LL. B., and Mr. Carpentierelle is a member of the St. Vincent de Paul Society of the Virgin, the Knights of Columbus, the ELKS, the New Orleans Press Club and various other organizations. The present State Auditor was married in 1873 to Miss Marie Emma Larue, deceased, and from this issue six children were born, as follows: Paul, Jr., August, Sylvain, Christina, Edith and James.

#### PETER F. PESQUET.

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Academy, University of North Carolina, and the University of Virginia. In 1883 he entered the insurance business with the late F. A. Barker whose business was founded in 1868. The firm was then known as Barker & Pesquet, but was changed to its present name, Peter F. Pesquet, upon Mr. Pesquet's assumption of entire ownership of the business. Mr. Pesquet allowed his partner an annuity until death. The business to-day is one of the most substantial in the south. Mr. Pesquet married Miss Margaret Cordia Martinis. He is a prominent member of the Pickwick, Eastern and Southern Yacht Clubs.

#### CASWELL F. ELLIS.

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director of the New Orleans Railway & Light Company, Carrollton Railway Light & Power Company, American Cities Company, New Orleans & Lower Coast Railroad Company, and the New Orleans Gas Company, and holds membership in the prominent social clubs. He married Miss Nellie Mallam, of New Orleans, on February 11, 1881. Their children are Caswell Prewitt Ellis, Jr., Earl Mallam Ellis, Hazel Ellis, Nellie Ellis, Eugene Richard Mallam Ellis, C. S. N., and Lieutenant Walker Mallam Ellis, of the Air Service, U. S. A., all prominent in business and social life of the city and elsewhere.

#### JAMES ZACHARIE SPEARING.

*(Continued from page 63)*

public schools and went to work in June, 1877, in a commercial capacity. He continued so engaged until 1881, when he began studying law in Tulane University, Law Department, from which he graduated with the required degree. He at once began the practice of his profession, springing almost immediately into public notice because of his original and determined interpretations of the legal rights of his fellow men.

Mr. Spearing is one of the well known members of the leading clubs, including Pickwick, Country, Southern Yacht and Press Clubs of New Orleans. He is active in such organizations as the Masons, being a member of Louisiana Lodge No. 102, Virgilus Lodge No. 88, Knights of Pythias and of Shapers.

On November 26, 1886, Mr. Spearing and Miss Lella M. Coke were united in marriage. Their home has at all times been one of the popular hospitable meeting places for their many friends. They have two children who are well known in social and other prominent circles, one, a daughter, Cora M., is now Mrs. Frank E. Belmont; the other daughter is Miss Margaret Spearing.

#### GEORGE ALFRED HERO.

*(Continued from page 63)*

ing 35,000 acres of land. He was greatly successful in this undertaking, and the formal installation of the pumping plant occurred on February 13, 1915, at which event the President of the United States, the Governor of Louisiana and the Mayor of the City of New Orleans were in attendance. In their recognition of his services, the Mayor of New Orleans issued a proclamation declaring February 13, 1915, "Hero day," which was appropriately celebrated by the public. Mr. Hero is widely active and prominent in many of the most important enterprises of the city. He is also prominent socially, and a member of the New Orleans Chess, Pickwick, Young Men's Gymnastic, Benevolent E. P. O. Elks, New Orleans Chess Club and Motor League of Louisiana. He is a Mason and a Shriner. He married Miss Charlotte Argele Emma Doucet de Villemaire, and their six children are Alfred G., of New Orleans; Nina C., of Denver, Colo.; Penella M. Hero, now Mrs. Walter Castaneda; George A. Hero, Jr., U. S. N.; Alvin Anthony Hero, and Claire Ann Hero.

#### JOHN P. CLARK.

*(Continued from page 63)*

Board of Trade, New Orleans Board of Trade, New Orleans Association of Commerce, New York Produce Exchange, New York Coffee and Sugar Exchange, Atlanta Gas, Commercial Exchange, San Antonio, Texas, Little Rock, Ark., Meridian, Miss., and Memphis, Tenn., Cotton Exchanges, U. S. Chamber of Commerce, American Cotton Manufacturers Association. Also a member of the Yacht and Elk Clubs and Carnival organizations.

In 1890 he married Anne Russell. They are seven children, three boys and four girls.

#### REV. ALEXANDER M. SCRAMUZZA.

*(Continued from page 63)*

in the south, whose students number 800 regularly in attendance. He is doing a splendid work among the youth of that section of New Orleans and finds great joy in devoting his life to their development and enlightenment. He is intensely beloved by his parishioners and students, and one of the most destructive enemies of the Catholic clergy active in the Crescent City.





## CHARLES DICKENS MONTGOMERY.

(Continued from page 79)

Subsequently he removed to New Orleans, where he is Agency Manager for the same concern. Mr. Montgomery married Miss Alice Hicks, of Greenwood, Mississippi. Their three children are John Hicks, Charles Dickens and Frances Montgomery. Mr. Montgomery is a member of Chicago and New Orleans Press Clubs, and belongs to the Masonic orders.

## GEORGE SHALL KAUSLER.

(Continued from page 71)

1905, Mr. Kausler assumed entire ownership and control of the latter business which, under the firm name of Geo. S. Kausler, Ltd., of which Mr. Kausler is President, is an important factor in Southern insurance circles. Mr. Kausler married Miss Wilhelmina Hallwede. There are no children. He is a member of New Orleans Chess, Checkers and Whist Club, Boston, New Orleans Country, Southern Yacht and various other clubs and Carnival associations. He was Commissioner of Shakspeare Almshouse under the Shakspeare administration, and with rank of Colonel has served on staffs of the various governors, including Murphy J. Foster and W. W. Heard. He is also a member of the Motor League of Louisiana.

## ABRAHAM BRITTIN.

(Continued from page 71)

the New Orleans Cotton Exchange for thirty-nine years, was elected President three times, and later as honorary member. In May, 1888, he was elected on the Young Men's Democratic ticket to membership in the City Council, during which service the Mayor appointed him Chairman of the Budget Committee and member of the Finance Committee. In 1896 he was elected on the Citizens' League ticket as a member of the City Council, of which body he was elected President. During his term of office as acting Mayor, he supplied the city with the plans for its splendid system of water supply and sewerage facilities. In 1900 he was made Vice-President of the Board of Liquidation of City Debt. He is a member of the Board of Directors of the Equitable Life Assurance Society of New York; President Board of Trustees of Howard Memorial Library; member Board of Directors of Hilberma Bank & Trust Co.; member Board of Trustees of Tulane-Newcomb University. Mr. Brittin is prominent socially, and a member of a number of clubs of prestige.

## MURPHY J. FOSTER.

(Continued from page 77)

served two terms. In 1901 he was sent to the United States Senate, and re-elected thereto in 1907. He served in the United States Senate for twelve years. In 1915, Mr. Foster was appointed Collector of Port of Orleans, and is now serving the people of his native state in that capacity.

## DR. VALENTINE KING IRION.

(Continued from page 77)

tice of his profession in Opelousas, Louisiana, in 1888, and though the demands on his time were drastic, he found opportunity to devote some of his energy to public service, and from 1889 until 1892 he served the parish of St. Landry as Superintendent of Public Education. In 1892 he became a member of the Board of Administrators of the State Normal at Natchitoches, and remained until 1898. In 1897, on account of the greater facilities proffered by New Orleans, Dr. Irion removed there, where he has since risen to acknowledged eminence as one of the leading dental surgeons of the city and state. He continues active in public service, and is a member of the State Board of Public Utilities. In 1906 he became also Secretary-Treasurer of Louisiana State Board of Dentistry. Dr. Irion married Miss Helen Lastrapes, of Opelousas, Louisiana. They have four children: Mary Caroline, Alfred King, Alice and Albert Moore Irion. The latter died in 1914, at the age of fifteen years. Their eldest son, Alfred King, entered Second Officers' Training School, October 14, 1917. Shortly thereafter he joined the aviation branch of the service and went through Kelly Field School of Aviation. He is now stationed at the University of Wisconsin as Military Instructor. Dr. Irion is a member of State Dental Association, member of Louisiana Society of Sons of the American Revolution and member of Alumni Association of Louisiana State University. He was appointed Examiner for the Dental Reserve Corps of the United States Army, and is serving in that office at this time.

## JOSEPH H. DE GRANGE.

(Continued from page 71)

present is the Secretary of the New Orleans Railway and Light Company.

Is a member of the Country Club, Pickwick Club, Young Men's Gymnastic Club, and life honorary member of the Chess and Southern Yacht Clubs and various Carnival organizations, and the Shakspeare Club. President of the Jovian League. Is a veteran of the Washington Artillery Civil War service. Vice-President of the Public Libraries, a member of the Sewerage and Water Board. Was President of the Board of Fire Commissioners when the paid Fire Department was organized. Served in the Legislature of the state and took an active part in all public movements that benefited the city and state. Is now a widower. Had six children; five now living; all married and all occupy good social, professional and business positions. He has six grandsons in the service of the country in the navy and in the army. Three were "over there" some, where doing their duty. Took active interest in the Ball and Toy Fund of the Times-Picayune, believing it did a great deal of good.

## GEORGE J. TRAUTH.

(Continued from page 85)

for American Cotton Oil Co. He was later for a time with Crescent Mill in the same capacity. He next acted as engineer for the Industrial Cotton Oil Co. of Denison, Texas, which office he resigned to become general foreman for the American Cotton Oil Co. He was the first Justice of the Peace for the parish of Jefferson elected by the people in April, 1916. He belongs to David Crockett Steam Fire Company, the oldest in the state, and is a member of Elks' Lodge No. 39; Martin Behrman Maccabee Tent 18, Alabamas, La.; and Druids' Cypress Camp No. 47, of Gretna. He married Miss Theresa Navarre on February 11, 1914, in Gretna. Their two children are Lester Louis Romain Trauth and George J. Trauth, Jr.

## GEORGE LONG.

(Continued from page 85)

moted to the office of Captain. He served as Captain for three years, and was then appointed Chief of Detectives on February 11, 1914, in which office he has served with great success. Captain Long is a member of the Young Men's Gymnastic Club and also of the Masonic orders. He is one of the best known characters active in New Orleans' public life.

## DUNCAN BUIE.

(Continued from page 73)

where, up to a few years ago, their value was unrecognized and unappreciated. Upon good roads depend the prosperity of a state, because they are a factor in promoting agriculture and enterprise, and are, now that the country is at war, "doing their bit" by relieving railroad congestion. With Mr. Buie at the head of the State Highway Department, Louisiana roads, wherever improvements have been made, have been recognized as the best roads of their type in the country, and the system of roads, as outlined for the state, will eventually form a network of good roads connecting every parish seat and country in the state.

Louisiana, with its limited funds for road construction, has easily out-distanced some of her sister states. This is due partially to her wonderful resources in natural gravel, shell and other good road material, and because in every instance of construction consideration has not been given to the cheapest type but to the most economical and durable, based on sound engineering principles.

Mr. Buie was selected for this position because of his years of practical experience, and he has proven that he is the right man in the right place. He goes about his work in a quiet, unobtrusive manner, to demonstrate his qualifications and direct the affairs of his office.

The highway department has constructed to date 658.82 miles of highways; there are 279.98 under construction, and 408 miles will be constructed in the near future.

## MICHAEL C. SINS.

(Continued from page 86)

for the J. & W. Steele Company, but since 1916 has conducted his present business, which is a valued factor in the city's commerce. Mr. Sins is a member of the Southern Yacht, Elks, and New Orleans Press Clubs, and belongs also to Old Colony Club.



## BENEDICT MORET GRUNEWALD.

(Continued from page 76)

Benedict Moret Grunewald is the only son of the late W. N. Grunewald, a prominent business man and former head of the well-known firm of which the son is now Vice-President and Manager. The latter succeeded his father in the management of the paper business, despite his youthful years, and is demonstrating his ability to manage the establishment in the most approved and successful manner. Mr. Grunewald is said to be one of the best informed men in the piano business throughout the entire country. On November 3, 1912, Mr. Grunewald married Miss Jane Louise Cordill. Their two children are Jane Louise and Marion Cordill Grunewald. Mr. and Mrs. Grunewald are active factors in the social life of New Orleans. Mr. Grunewald is a member of Boston, Rotary, Country and Delta Duck Clubs. He also belongs to Southern Yacht Club. He is a thirty-second degree Mason and Shriner.

## LESTER F. ALEXANDER.

(Continued from page 76)

work in Havana. After returning from Cuba in 1902, he engaged in river and harbor work for the United States Engineers' Department until 1909. For one year he was then general superintendent for the firm of Christie & Low, Civil Engineers and Contractors, since which date he has engaged in business individually and has become one of the best known of New Orleans' engineers and contractors. Office, 834 Audubon building. Mr. Alexander belongs to the Chess, Checkers and Whist Club, Southern Yacht Club, Elks, Woodmen of the World, and Louisiana Engineering Society; also the Country Club of Cleburne, Texas.

## EDWARD ALEXANDER PARSONS.

(Continued from page 76)

Boys' High School in Canal Street. As a traveler he has visited the great places, as well as many of the quaint and little known sites, of historic and artistic interest, in America, Europe, Asia and Africa. As a lecturer on Egypt, Greece, Rome, and the Near East, he has appeared before universities, learned societies and chautauquas; has photographed the world's noted scenes from Sittka to Assuan, and has collected material from many places to be used in this work. As a student of art and letters, he delivered the tercentenary address on the occasion of the Shakespeare Tercentenary, celebrated in New Orleans, at the Tulane Theater, in 1916. Among other notable occasions may be mentioned the Golden Jubilee address (St. Simon's School); English as a World Literature; The Spirit of Italy (on the third anniversary of Italy's entrance in the war), etc. Mr. Parsons is a bibliophile, and has collected one of the most valuable libraries of art and antiquity in the country. He has been prominent in all war activities; was the leader of the Fourteenth Ward in the War Savings Stamp campaign; a Four Minute man; member of the Finance Brigade, Legal Advisory Board, etc. His law offices are in the Whitney-Central Bank building.

## REV. FATHER JOHN FRANCIS PRIM.

(Continued from page 77)

of Carrollton Church in 1898, he has developed into one of the most important congregations of the city what formerly was a few scattered huke-warm professors of the Catholic faith. He builds missions, erects churches, ameliorates the conditions of the unfortunate, especially interested in the development of Catholic youth, and works for the general good of the community with a boundless enthusiasm. One of the most determinate factors for progress, in religion and civic life, active in the city.

## WILLIAM PENNELL ROSS.

(Continued from page 72)

operators of a steamship business in America, and his affiliation with that business has brought it to a high state of development and operation. Mr. Ross was for ten years a member of the public Belt Railroad Commission, and has always contributed ably to promotion of all public movements that in his opinion tended to a greater progress of the city. He married Miss Clara Jane Keen. Their son is James A. Ross, prominent in local insurance circles. Mr. Ross belongs to Round Table Club, and in the sunset of a well-spent life is enjoying the fruits of success and affluence won honorably in honorable contest with other men.

## MARK LEIGH ALEXANDER.

(Continued from page 79)

being a traveling salesman for many years. One of the largest hardware houses in the South. Engaged in the real estate and insurance business at Alexandria in general exploitation work and Secretary of the Chamber of Commerce of that city. He is a member of the New Orleans Association of Commerce, Benevolent and Protective Order of Elks, Chess, Checkers and Whist Club, the Press Club, the Round Table Club, the Southern Yacht Club, and the Audubon Golf Club. Member of the National Geographic Society, Louisiana Historical Society, Vice-President of the American Fisheries Society, President of the International Association of Game and Fish Commissioners, member Federal Advisory Board for the Protection of Migratory Game, is Commissioner of Conservation, Department of Conservation, State of Louisiana. He was married on June 12, 1888, at Alexandria, La., to Miss Nellie Luckett, daughter of Dr. Robt. L. Luckett of Rapides Parish, Louisiana. Has three children: Misses Ethel and Constance, and Mark Leigh, Jr.

## FREDERICK W. MATTHEWS.

(Continued from page 79)

Low, resident manager, remaining in the company's employ for a period of one year, 1891 to 1892. From 1892 to 1898 he was salesman for E. F. Russell & Bro. Returning from the Spanish American War to civilian life he was made bookkeeper for the Gulf Bag Company, branch of the Remis Bag Company. In 1901 he was made general bookkeeper and auditor for Finlay, Hicks & Co., Ltd. He continued in that position until 1913, when the Board of Administrators of the Charity Hospital elected him secretary and treasurer of the Charity Hospital of Louisiana. He has filled that position ever since.

An advocate of early military training for the young manhood of America, he served eight years, 1890 to 1898, in the State Militia. He was a private in the Southern Athletic Battalion, Company B, under Captain T. A. Marshall. Later he was sergeant and then first lieutenant of Company B, Fourth Battalion, Louisiana State National Guard, under Captain Myles S. Waterman. From this he went into the Second Louisiana Regiment of Infantry, as captain of Company E, serving under Colonel Elmer E. Wood, commanding. This regiment was attached to the Seventh Army Corps, under General Fitzhugh Lee, commanding. He married Miss Myra-Kate Moncure, of Crystal Springs, Miss., and has three children, as follows: Miss Myra Moncure Matthews, Frederick Warner Matthews, Jr., and Susan Fitzhugh Matthews. Clubs, Louisiana Lodge No. 102, Free and Accepted Masons; New Orleans Lodge No. 30, Benevolent and Protective Order of Elks, and the United Spanish War Veterans, Hayden Y. Grubb Camp No. 3, Politics: Democrat, Greek: Episcopalian; member of Trinity Church. Residence address: 2330 Octavia street.

## CHARLES HENRY BEHRE.

(Continued from page 77)

likewise the P-bean Cold Storage & Warehousing Co., and the LaGrange Ice & Fuel Co., all of which concerns are vital factors in the commercial life of New Orleans and Georgia. Mr. Behre was one of the organizers of the Child's Welfare Association, of which he is a Vice-President. He works assiduously in behalf of the Association of Commerce. He is President of the New Orleans Ice Exchange; President of Louisiana Ice Manufacturers' Association, and member of the Executive Committee of National Association of Ice Industries. He was born in Charleston, S. C., and is the son of Charles H. and Mary Behre. He attended high school in America, and spent two and a half years in Germany, completing his education. He married Miss Emelie S. Behre on April 12, 1883, and their five children are: Edwine, Ellinor, Theodore, Edna, and Charles H. Behre, Jr. Mr. Behre is a member of the Peters Avenue Commission, and one of New Orleans' forceful business men. He belongs to the Round Table, Press and Country Clubs.

## SAMUEL A. TRUFANT.

(Continued from page 71)

Later he became cashier of Citizens Bank of Louisiana, where he remained for twelve years. Recently began operations as a stock and bond broker, in which he is successfully engaged to date. Mr. Trufant married Miss Bertha Alice Todd on February 21, 1887. Their two children are Sallie Hyams Trufant, now Mrs. Henry Barginieres; and Samuel A. Trufant, Jr., a lawyer. Mr. Trufant is one of New Orleans' well known business men, belongs to Boston Club, is a member of the Stock Exchange, and prominent in social and church activities.



#### DAN W. FEITEL.

(Continued from page 84)

of the largest businesses of its kind in the United States. This factory covers 75,000 square feet of ground, is equipped with the latest and most modern appliances of operation, including electric cranes, traveling conveyors, baling presses, automatic sprinklers, and other labor-saving and life and property-protecting devices. There are 108 sewing machines for mending second-hand bags. He employs about 230 people, and the enormity and immense extent of the business testify to the fact that Mr. Fettel is an organizer, a master builder and an optimist. In November, 1907, Mr. Fettel married Miss Rebecca Sterling, of New Orleans, and three children have been born of their union, being Estelle, Jeanne and Doris Fettel.

#### O. M. SAMUEL.

(Continued from page 84)

the large demolition contracts in New Orleans and vicinity for the past several years, being the largest concern of the kind in the South, while the American Cypress Tank Company ships its cisterns and tanks to the various parts of the Southern states and to Central and South America. Mr. Samuel has refrained from commenting about his personal side, as he feels that a man's work is duly representative of his import in a community.

#### PHILIP J. SCHOEN, SR.

(Continued from page 84)

Mr. Schoen is one of the well-known men engaged in the undertaking and embalming business in New Orleans. He is a member of various fraternal and benevolent organizations, as also of numerous undertakers' associations, and director of prominent enterprises. He was appointed a member of Local Board of Division No. 7, acting for the War Department, of the Eighth Ward, of which board he acts as clerk.

#### HENRY C. RAMOS.

(Continued from page 84)

obtainable labor. He is a member of Southern Yacht Club, George Washington Lodge No. 65, F. & A. M., member of Louisiana Council No. 2, R. & S. M., member of Orleans Delta Chapter No. 1, R. A. M., member Knights Templar and Shriners. He is a life member of Elks' Lodge No. 39. Mr. Ramos maintains residences in New Orleans and Covington, La.

#### JOHN H. OVERTON.

(Continued from page 83)

prominent legal combinations in the state, known as the firm of Blackman, Overton and Twilins. Mr. Overton married Miss Ruth Dismukes, of Natchitoches, and their four children are Katharine, Ruth, Mary Elizabeth and John H., Jr.

#### ALBERT JOSEPH BUJA.

(Continued from page 83)

French lines of steamships. Governor Pleasant appointed him member of Public Utilities Board. He married Miss Annie Winn. They have one daughter, Miss Flora Marie Buj. Mr. Buj. is a Mason, Shriner, member of B. P. O. E., Eagles, Woodmen of the World, Druids, Moose, and various other popular societies, fraternities and clubs. He is also President Schumert-Warfield-Buja, Inc., Printers, Stationers, 417-422 Camp Street.

#### JOHN LEWIS DANTZLER.

(Continued from page 74)

lumber and paper. His long connection with these latter lines has established him as one of the foremost men of the lumber industry in this section. He is President of the Standard Export Lumber Company. Mr. Dantzler was bereft of his wife through death. There are two children, a daughter, Eran Dantzler, and a son, A. M. Dantzler. Mr. Dantzler is a member of the Boston, Pickwick, Country, Yacht and Press Clubs, and belongs to Masons and Shriners.

#### CHARLES ERNST WERMUTH.

(Continued from page 74)

office of Auditor of the Southern Pacific Company, Atlantic System. He severed that connection in 1904 and opened an office in New Orleans for a short time as a public accountant, in which profession he is most eminently successful today. In September, 1905, Mr. Wermuth was elected President of Louisiana State Board of Accountants. He married Miss Marie Agnes Pichet and they have one child, a daughter, who is now Miss Marie Louise Shibley. In May, 1917, Mr. Wermuth was appointed to serve as Division Auditor for the United States War Department, in charge of cantonment construction, which office he discharged with distinguished success until January, 1918. He is one of New Orleans' best known men in the accounting world.

#### ROBERT JULIUS BARR.

(Continued from page 74)

he retained until 1876. In 1882 Mr. Barr associated with the Q. & C. Railroad, and for the following five years continued with them. In 1888 Mr. Barr branched out into business for himself, continuing his operations to exporting grain to Europe, in which he has achieved success, and is today one of the notable operators in the grain trade of the South. Mr. Barr married Miss Ellen Bradley, of Alabama, in 1876. There have been five sons and four daughters born to Mr. and Mrs. Barr. Surviving are: R. J., Jr., James W., Norman D., C. LeRoy, Miss Claude Barr and Mrs. J. R. Westenheld, Jr. Mr. Barr is eminently respected for his discriminating intellect, and a charming courtesy that renders him conspicuous in any assembly.

#### JOS. R. CABRERA.

(Continued from page 74)

the Cuban government, with headquarters in New Orleans, where he is a delightful participant in the public and social life of the city. He is a member of Yacht and Country Clubs of Havana, and Press and Surf Clubs, New Orleans. Also New Orleans Opera Association and Louisiana Motor League.

#### CHARLES F. GELBKE.

(Continued from page 76)

Gretna in every way. He organized the Gretna Exchange & Savings Bank, of which he was President until he resigned to accept his present office as Mayor. Charles F. Gelbke is the son of Louis C. and Mary Laura Gelbke. He was born in Tangipahoa, Louisiana, on October 11, 1878. He attended Gretna and New Orleans public and high schools, graduating from the latter in 1896. He graduated from Tulane Medical College in 1900. Dr. Gelbke is one of the prominent members of Masons, Elks, Druids, Moose and Maccabees, and always in the lead where betterment for Gretna, New Orleans and Louisiana is to be accomplished.

#### HULES J. DRAWE.

(Continued from page 79)

Illinois, on June 8, 1856, but has lived practically all his life in New Orleans, where he graduated from the local public schools. Later he graduated from Yonkers College, in New York. He married Miss Edith Daniel, daughter of Hiram Daniel, in 1910, after the demise of his first wife, who was Miss Catherine Shannon, whom he married in 1881. Senator Drawe is a member of Masonic orders and belongs to New Orleans Press Club.

#### WILLIAM CHARLES McLEOD.

(Continued from page 81)

immediately after leaving college and has steadily attained success as a member of the legal profession. Mr. McLeod was married to Elizabeth Pentress, of Memphis, Tenn., December 4, 1895, and they have three children, who are: Kenneth (second Lieutenant, Coast Artillery, and graduate of Tulane University, class of 1918), Margaret, student Sophie Newcomb College, New Orleans, and Elizabeth, at Newman, Mass., Training School. Mr. McLeod enjoys a wide acquaintance in New Orleans, and is a member of the Chess, University and Round Table Clubs.



**ALBERT WARREN WHITEMAN.**  
(Continued from page 75)

his brother, under the firm name of Whiteman Bros. and under this style is operating one of the most successful towing and contracting undertakings in this section. Mr. Whiteman married Miss Nettie Louisa Davis, of Ascension Parish, on June 27, 1909. Their home has been blessed with seven children, who are: Aline, Irma, Warren, Wilhe Porter, Ruby May, Edwin W. and Stark D. Whiteman. Capt. Whiteman is a member of Elks' Club, and belongs to the Masons.

**PAUL H. MALONEY.**  
(Continued from page 81)

the sole owner of the business which is one of the substantial concerns of New Orleans. Mr. Maloney's initiative craved other methods of expression, and he founded the Office Toilet and Towel Supply Company in 1905. It was at that time a pioneer concern for the character of business it specializes in, and filled a long-felt want in the business community. Mr. Maloney's activity in building the community has not been limited entirely to commercial pursuits. During 1912-1914 he served as a member of the State Legislature; he was a delegate to the Constitutional Convention in 1914, which failed to convene, and in various ways Mr. Maloney contributes to betterment of politics in his native city. He is an active member of the Association of Commerce and Rotary Club. He also is a thirty-second degree Mason, and belongs to Chess, Checkers and Whist, and Choctaw Clubs. He is President of the Team Owners' Bureau of Transportation, and interested in the progress of New Orleans along the best avenues of improvement.

**CHARLES A. STAIR.**  
(Continued from page 80)

sponsibility and trust, culminating in his present important office of General Manager for the Cumberland Company for the States of Louisiana and Mississippi with headquarters in New Orleans. Mr. Stair is a native of Knoxville, Tennessee, where he was born on June 19, 1879. His education was acquired through attendance on the public and high schools of Tennessee and Kentucky. On December 7, 1910, he married Miss Eva Monogue, of Memphis, Tenn. Mr. and Mrs. Stair have two daughters. Mr. Stair is a member of Chess, Checkers and Whist Club, Country Club, Southern Yacht Club and Press Club of New Orleans.

**RICHARD MCCARTHY, JR.**  
(Continued from page 81)

City Hall Annex and Camp Shelby. Mr. McCarthy is a member of Hiram Lodge, No. 76, F. and A. M., Grand Consistory of Louisiana, Mystic Shrine, B. P. O. Elks, Lodge No. 39, Southern Yacht Club and other social and fraternal organizations. He was recently appointed by Governor Pleasant as a member of the State Board of Charities and Corrections.

**HANS A. M. JACOBSEN.**  
(Continued from page 80)

ployment Service, State of Louisiana, being a promotion from Civil Service. He was also appointed State Director of the U. S. Public Service Reserve for the State of Louisiana on July 16, 1918. Mr. Jacobsen married Miss Florence L. McGarry, and their one child is a son, Hans A. M. Jacobsen, Jr.

**CHARLES B. THORN.**  
(Continued from page 72)

direction, has attained affluent eminence, recently retiring from the cotton business to accept an active Vice-presidency of the Interstate Trust & Banking Company, with which institution he has long been identified as a director. Mr. Thorn's fine work in behalf of the local council of the Boy Scouts of America has brought him most endearingly before the public. He is President of the New Orleans Council, and an enthusiast in directing the work. Mr. Thorn is a prominent member of the Boston Club. He was the first Vice-President of the New Orleans Country Club, which office he retains. He is one of the city's virile promoters of progress and growth, who enjoys the high esteem of the community.

**WILLIAM BLAIR LANCASTER.**  
(Continued from page 81)

owned real estate, which gave him in him, and through this section, and have materially advanced the development of St. Tammany Parish. He advertised Mandeville and Abita Springs so extensively as to interest a great influx of new population. He organized a popular-priced boat service on Lake Pontchartrain between New Orleans and Mandeville, that gave a much-needed convenience to an appreciative populace. He is a member of the New Orleans Real Estate Board, New Orleans Association of Commerce, New Orleans Press Club and the Old Colony Club. In politics he is a radical Democrat.

**WILLIAM LYLE RICHESON.**  
(Continued from page 80)

inspector of New Orleans Board of Trade, Ltd., retaining that office until 1917. Since that date he has acted as Manager of the Wheat Export Co., Inc., representing the allied governments' buyers of foodstuffs, and is ably "doing his bit" to win the war. Mr. Richeson was born in St. Louis, Missouri, on December 22, 1869. He is the son of Jesse Douglas Richeson and Caroline Lyle Richeson. He finished grammar school in 1887, the married Miss Lucie Anna Rickett, of New Orleans, on November 28, 1909, and their three sons are William Lyle Richeson, Jr., Lucy Douglas Richeson, and Edward Rickett Richeson. Mr. Richeson is a member of Pickwick, Southern Yacht, New Orleans Country Clubs, Motor League of Louisiana, Carnival organizations, New Orleans Board of Trade, New Orleans Association of Commerce, Louisiana Lodge No. 102, F. & A. M., Grand Consistory of Louisiana, Jerusalem Temple A. A. O. N. M. S. of New Orleans.

**JOSEPH P. HEMECAN.**  
(Continued from page 72)

Miss Alice Boning, and their two children are Joseph P. Hemezan, Jr., and Caswell Ellis Hemezan. Mr. Hemezan was appointed Vice-President and Member Board of Administrators of Charity Hospital by Governor Pleasant. He is also a member of Boston, New Orleans Country Clubs, Louisiana Motor League, B. P. O. E., K. of C. and Southern Yacht Club.

**ALLEN TUPPER.**  
(Continued from page 73)

family removed to Louisiana in 1866. He attended private schools and the University High School in 1875. Mr. Tupper entered the commercial world as cashier and bookkeeper for J. O. Terry & Sons, was temporarily associated with the lumber and sawmill interests, and afterwards affiliated with the Barber Asphalt Paving Co. In 1886 he was a member of the firm of Tupper Bros. Since 1891 to date he has been successfully engaged in business for his own account. Mr. Tupper was a member of Company K, Second Louisiana Regiment, under Colonel Bowling, serving in 1877 when Governor Nicholls was put in office; he served three years with that regiment. He was Vice-President of the Eleventh Ward Anti-Lottery Club, and member of the M. D. Club in 1888, and of the Citizens' League in 1896. Governor Foster appointed him a trustee of Southern University during 1893-1898. He was Vice-President of the Contractors' and Dealers' Exchange in 1915. Mr. Tupper married Miss Mary Whitwell Ballard. They have no children. He is a member of the Association of Commerce, of the Boston, New Orleans Country, Yacht and New Orleans Press Clubs, and one of the best known among the business men of New Orleans.

**JOHN DAVID O'KEEFE.**  
(Continued from page 75)

der the direction of Prof. A. S. Lesche. Upon leaving school, Mr. O'Keefe affiliated with the United States Engineers' Corps, but later entered the commercial world. His success has been remarkable, and he is today a predominant factor in the most important business, civic and social activities of New Orleans and the South. As Vice-President of the Board of Port Commissioners of the Port of New Orleans, his ability and manner ably assisted in directing that notable body to its present state of wisely maintained success. Mr. O'Keefe was appointed receiver for the N. O. Ry. & Light Co., early in January, 1919, by Judge Foster. Mr. O'Keefe married Miss Rita L. McDonald, but there are no children. Mr. O'Keefe is a prominent member of Boston Club, Press Club, Country Club, Elks, and various Carnival societies.





#### DAN S. LEHON.

(Continued from page 82)

tion for membership in the Police Department in Chicago, and was appointed as a Detective in 1895, when Civil Service was first adopted in Chicago. He left the Police Department in 1899 and entered the service of the Illinois Central Railroad, as Special Agent, with headquarters in Memphis, Tenn., which position he held for five years. He resigned to enter the service of Pinkerton's National Detective Agency, and was detailed by this agency in the protection of patrons at race tracks, circuses, large gatherings, state fairs, etc., all over the United States, against operations of pickpockets, confidence men, etc. He then re-entered the employ of the Illinois Central Railroad as Special Agent, with headquarters in New Orleans, in the fore part of 1905, which position he held until August 1, 1910, when he resigned to accept the position of General Manager for the Southern Division of the William J. Burns International Detective Agency, and on July 1, 1916, resigned that position to go into business on his own account, in which business he is still engaged, with offices in the Whitney-Central building, and a branch office at 300 Canal street.

He is a member of the Young Men's Gymnastic Club, Knights of Columbus, and the Association of Commerce. He has never held a political position, either elective or appointive. Mr. Lehon married Miss Ernestine Cuneo, a native of New Orleans, in June, 1906, and has a very interesting family of four daughters from this marriage, he being a widower at the time he married Miss Cuneo, his first wife having died in Memphis in 1902, there being three children from his first marriage, Miss Charlotte, Miss Eleanor and Jack, all of whom reside in New Orleans.

#### ALFRED LE BLANC.

(Continued from page 73)

Holt Line, with connections in every important port of the world, and enjoying a world-wide recognition in the cotton and shipping business. Mr. LeBlanc is a member of the Boston Club. In 1881 he married Miss Jane Stewart, and their children are Stewart A., Kenneth, Henry S., and Josephine A. LeBlanc, all of whom are prominent in the local commercial and social worlds with wide acquaintance elsewhere.

#### FURMAN BARNES PEARCE.

(Continued from page 75)

with the degree of LL.D. Beginning his career in 1900 with the practice of law, he forsook that profession upon his appointment to office as Assistant Postmaster in Savannah, Ga. Upon retiring from office in 1908 he removed to New Orleans, associating himself with the South Atlantic Steamship Line, of which concern he is now Vice-President and General Manager. On August 19, 1910, Mr. Pearce married Miss Ella Saint, of Louisiana, and their two children are Elizabeth Bowdre and Harriet Murray Pearce. Mr. Pearce is director of shipping, Gulf Division, Shipping Control Committee (Army Transport Service). He is also a prominent member of Pickwick, Louisiana, Round Table Clubs, and Motor League of New Orleans, and Ancient Landmark Lodge, F. & A. M., of Savannah, Ga.

#### EDWARD S. HILL.

(Continued from page 80)

was associated with a Chicago concern until 1898, when he removed to New Orleans, where he has since taken an active part in the commercial and social life of the city. Mr. Hill married Miss Myra Richard, of New Orleans, in 1903. They have two children, Marjorie L. Hill, aged 12 years, and Susette E. Hill, aged 5 years. He is a member of New Orleans Chess, Checkers and Whist, Southern Yacht, Rotary, and Y. M. C. Clubs, also of the Press Club.

#### WILLIAM DAY JENKINS.

(Continued from page 86)

Houston and Dallas, Texas, and New Orleans, La. Mr. Jenkins was born in Blandville, Ky., on July 28, 1882, the son of W. W. and Alice F. Jenkins. His father was a prominent lawyer and Judge of Ballard County, Kentucky. Mr. Jenkins is a member of the New Orleans Country Club, Audubon Golf, Press, Pickwick, Southern Yacht, Tally-Ho, and Elks Clubs, and Association of Commerce Foreign Trade Bureau. He is a bachelor.

#### H. DICKSON COTHRAN.

(Continued from page 87)

removed to New Orleans where he has since resided. He has attained prominence as an operator in the cotton market, and recognition as a valuable, progressive citizen, always interested in promoting the public welfare. Mr. Cothran is a popular member of New Orleans Country Club and of New Orleans Press Club. He married Miss Adelaide Gammon. They have two lovely children, who are Adelaide and Lila Bowie Cothran.

#### JOSEPH EUGENE RANSDELL.

(Continued from page 24)

tion soon, and great herds of beef and dairy cattle of the best breeds flourish in every part of Dixie, constituting one of its most valuable assets.

In the Senate, Mr. Ransdell is Chairman of the Committee on Public Health and National Quarantine, and recently secured the passage of a law providing a National Home for Lepers, where those poor unfortunates from every state in the Union will be housed and cared for humanely and given as many comforts as their sad condition permits.

He is also a member of the Senate Committees on Public Lands, Commerce, Agriculture, the Navy, and Woman Suffrage.

Mrs. Ransdell is greatly interested in all her husband's work, and their home life has been a happy one. She belongs to the Daughters of the American Revolution, was for four years National Treasurer General of that organization, takes an active interest in war work in Washington, and is a member of the Ladies of the Senate Red Cross Unit.

#### HENRY R. PEDARRE.

(Continued from page 78)

no children. Mr. Pedarre is a member of Elks, Choctaw, Young Men's Gymnastic Clubs, and Louisiana Motor League. He is also a member of the Society of the Holy Spirit.

#### HUGHES JULES DE LA VERGNE.

(Continued from page 73)

Tulane University, which he later attended, he received the degree of LL.B., in 1888, and Ph.D., in 1893. As a lawyer, a colonel on the Governor's staff, a leader in chivalry and society, Mr. de la Vergne enjoys wide distinction. He is President of the Louisiana Colonials, a member of the Boston, New Orleans Country, Y. M. C. Clubs, member of Louisiana Bar Association, U. S. of C. V. Camp E-130, Jesuits and Tulane Alumni. He was commissioned Major by Governor Blanchard, July 9, 1904, and promoted to Lieutenant Colonel on March 12, 1905. He was commissioned Colonel by Governor Hall, March 19, 1916, and Governor Pleasant commissioned him again on January 27, 1917. He married Marie Louise Schmidt, daughter of Charles E. Schmidt, an eminent lawyer of New Orleans. There are seven children of this union, who are: Marguerite, now Countess Charles de Bouy de la Vergne, Juilles Hugues, Charles E. Leda, Jules, Jacques and Pierre Renaud. Mr. de la Vergne ran for Democratic nominee for the Louisiana Senate in 1904, and as Democratic nominee for Lieutenant Governor of Louisiana in 1916. He was President of the New Orleans Bee for three years, and is one of those combinations of aristocrat and successful man of affairs peculiar to New Orleans.

#### CAPTAIN MILLARD FULLMORE BRADFORD.

(Continued from page 72)

ford's first marriage occurred in Donaldsonville in 1874, from which marriage there were four children: Marina, Irene, May and Winona Bradford. In 1890 he married Miss Mary Dudenheffer, of New Orleans, and there are nine children, of whom one is deceased. The surviving children are: Millard, William, Percy, Oliver, Iona and Lurline, Carl and Bernice. Captain Bradford is a member of Elks' Club, Board of Trade and Association of Commerce.



## CHARLES ADDISON HARTWELL

(Continued from page 82)

Charles C. Hartwell, in 1869. The firm is one of the oldest existing in the South, and its books carry a record of having installed a majority of the large contracts through Southern territory. It originally operated exclusively as a plumbing and heating concern, but since 1913, under the direction of its present President, it has become more widely known as the house de luxe for electric fixtures, gifts of art and bric-a-brac, and furniture of rare designs and manufacture, as well as specializing in other objects for creating the House Beautiful. The strength of the House of Hartwell has likewise been added to by its late Vice-President, Mr. S. C. Hartwell, who died in 1905 to be succeeded by the present Vice-President, Mr. A. A. Marx. The present President is likewise Vice-President of the Louisiana Abstract and Title Company, a concern filling a long-felt need in this vicinity. He is Vice-President of the De Soto Hotel Company, and a Director of the City Bank & Trust Company. He is a valued member of such clubs as Chess, Checkers and Whist, New Orleans Country, Southern Yacht, Y. M. G. C., Elks and Knights of Columbus. He is Secretary of the Marquette Association for Higher Education, and in addition to his contribution to the commercial strength of the community, he has likewise contributed valuably to its artistic development.

## FRED A. EARHART

(Continued from page 78)

Earhart Secretary of the Board of Pharmacy. He was also president of the State Pharmaceutical Association, and while devoting the larger part of his time to the drug business, Mr. Earhart is also active in other lines of endeavor. He is President of Mackie Pine Company of Louisiana. He takes active interest in politics, and served as Representative from the Eleventh District during the administration of Governors Hall and Pleasant. He married Miss Ida May Hailes, of New Orleans, seventeen years ago. They have seven children. He is an Elk, member of W. O. W., Shriners, Druids, and belongs to the Masons. He is a member of the Board of Directors of Crescent City Homestead and Board of Directors of New Orleans College of Pharmacy.

## JAMES W. BILLINGSLEY

(Continued from page 80)

Billingsley is one of the well-known men of the city. He is a valuable member of the leading clubs, which include Pickwick, Country, and Southern Yacht of New Orleans. He is also a member of the Louisiana Engineers Society, of American Society of Civil Engineers and American Highway Association. Mr. Billingsley is a bachelor.

## HAMPTON REYNOLDS

(Continued from page 83)

He established his own office in 1900. W. C. Reynolds has become widely known for his extensive work in construction of Seventeenth street Canal in New Orleans, Bayou Bienvenue Levees, additional levee stations Nos. 1 and 2, Red Cross to Houma, Levees, miles of gravel roads in St. Mary Parish, pile driving and excavation work, New Orleans Army supply depots.

Mr. Reynolds is exceedingly fond of fishing and fishing, and is a prominent member of Southern Yacht, Y. M. G. C., Little Lake Gun and Rod, Lake Shore and Cootaw Club. He is also a member of the R. P. O. E. and Louisiana Engineering Society. He was married to Miss Elma Trion, of New Orleans, in 1902. There are three children, namely, Elton, Elma and Nydia.

## EDMUND ERNEST RICHARDSON

(Continued from page 78)

among the clubs of New Orleans, being a member of Boston, Country, and Southern Yacht Clubs. He is a member of Mountain City Club of Chattanooga. Member of New Orleans Cotton Exchange. He resides at 1109 St. Charles Avenue in New Orleans.

## ALBERT ANDREW WILSON

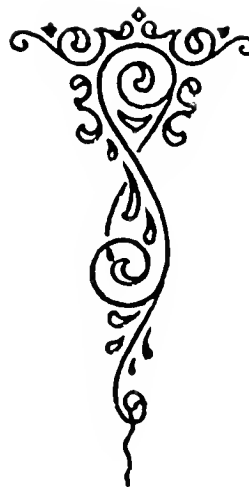
(Continued from page 82)

career began in 1901, when he entered the business world in connection with cotton brokerage, which he has remained affiliated with to this date, being now senior partner of the firm of A. A. Wilson & Co., important factors in the cotton business. Mr. Wilson is a member of the New Orleans Cotton Exchange. He belongs to the Masons and Shriners, New Orleans Country Press and Young Men's Gymnastic Clubs. He married Miss Viva Houston, and their three children are Muriel Haughton, Elizabeth Cleveland, and Marion Chamberlain Wilson.

## MICHAEL JOSEPH ROONEY

(Continued from page 78)

in the United States army, during which time he saw active service in the Philippines, where he was stationed for about twenty-six months. Upon his return to New Orleans, he was appointed to his present office as Chief Clerk to the Mayor. Mr. Rooney married Miss Genevieve Owens on July 3, 1909, and they have one child, a daughter, May Rooney. Mr. Rooney is a member of Elks' Club, Woodmen of the World, E. K. of A., Maccabees, St. Vincent de Paul, and Cootaw Clubs.





# In Memoriam

## CONTINUATION.

### CAPTAIN PENDLETON S. MORRIS.

(Continued from page 100)

worldly means to every charity and lived a high, true, clean life in the midst of the corruption current in modern life. Capt. Morris married Miss Lillian Littlefield of Brunswick, Georgia on April 28, 1886. They had four children—Pendleton Stewart, Innis, Stanley Stewart and Edgar Taylor Morris. The three sons are in active service in the U. S. Army, Lieutenant-Colonel Pendleton Stewart Morris, Jr. being now with the American forces in Archangel, Russia; Lieut. Stanley S. Morris, with the American forces in France, and Lieut. Edgar T. Morris with a stevedore regiment at Camp Alexandria on the Atlantic Coast. The daughter is now Mrs. Carey J. Ellis, Jr. of Bayville, Louisiana. Capt. Morris was a member of the National Guard. He served as Captain of the Brunswick Riflemen of Brunswick, Ga., was commissioned by Gov. Gordon of Georgia as Captain of the Macon Huzzars, and was later Captain of the Chickasaw Guards at Memphis, Tenn., and Captain of the Cavalry Co. of New Orleans. Capt. Morris, though loyally a resident of Louisiana, never ceased to be a Kentuckian. He was President of the Kentucky Society in Louisiana and faithful in his allegiance to the "Blue Grass" State. An exponent of the finest in American ancestry and development, Capt. Morris died on Sept. 24, 1918.

### WASHINGTON G. BOYLAN.

(Continued from page 104)

children are a son, Milton W. Boylan, who succeeded his father in the active management of the splendid organization created by the latter, a daughter who is now Mrs. Katie B. Lyon. The demise of Mr. Boylan on December 29, 1917, removed from the community one of the its most loyal, devoted and highly esteemed citizens, who had fought and won a good fight for public betterment.

### WILLIAM PATRICK BURKE.

(Continued from page 101)

Orleans Country Club, Pass Christian Country Club, The Old Colony Club and the Benevolent and Protective Order of Elks. He also belonged to most of the Carnival Organizations, among them the following: The Mystic Krewe of Comus, The Knights of Proteus, The Knights of Momus, The Court of Rex, as Duke of Marquette, The Krewe of Nereus, The Knights of Mithras, and the Carnival German. Moreover he was a member of the Dixie, the Rigolets, and The Ballojo hunting and fishing clubs, while his more serious, religious and patriotic feelings prompted his membership in such societies as the Tulane Society of Economics, Vice-President of the Marquette Association for Higher Education, The General Conference of the Society of Saint Vincent de Paul, The Jesuit Alumni Association and its Sodality, The Chaplains Aid Society, The Governing Board of the Canteen Service of the American Red Cross, The Chamber of Commerce, The War Finance Brigade, The Wholesale Grocers Association and the N. O. Board of Trade.

He was always a strong advocate of education and many were his gifts and scholarships to Catholic institutions of learning. On the 24th of November, 1892 he married Miss Mary Agnes Cahill of St. Louis and was blessed with two sons, the elder Nicholas born in 1894, and the younger William Patrick, Jr. in 1900. In 1909 his son Nicholas died, and the following year Mr. Burke erected a Seismic Observatory at Loyola

University to his memory. This was the first building given to this institution, which was at that time in an embryonic form of development. But Loyola was to receive still other and greater gifts from his hands.

It was in 1913, while he was acting as executor of the estate of Thomas McBernott that Miss Kate McBernott, the sister of the deceased expressed a desire to erect a memorial to her brother and wished to be advised where to build it. Mr. Burke suggested that as Loyola University was contemplating the erection of a magnificent Church to form the right wing of their imposing quadrangle that this would be an excellent opportunity to benefit both her Religion and the cause of Education. She decided to follow this advice, and the first pile was driven on July the 30th, 1913. He was later made one of the trustees of the Church, called the Gesù, and as he took upon himself most of the responsibilities of its construction, its present perfection may be largely traced to his endeavors.

Needless to say Mr. Burke was extremely patriotic, subscribed liberally to the various War Loans and Charities, and, as above stated, was himself a member of the War Finance Brigade, and the Governing Board of the Red Cross Canteen Service, and up to the beginning of his last illness an indefatigable worker for the Fourth Liberty Loan.

His death on the 19th of October, 1918, left a very perceptible void in the life of the community. His disposition and character, as well as his multitude of charities, most often known only to the recipient, caused him to be universally mourned and regretted. And although he no longer lives in person, his illustrious example will never be dimmed, but will shine on forever in the lives and deeds of those whom he molded by his friendship.

### CHARLES ALTONSO FARWELL.

(Continued from page 99)

pleasures were chiefly in pursuit of knowledge and as collector of rare articles.

The social prominence of Mr. Farwell and his family brought him into contact with the more exclusive circles of which he was a conservative but always charming member. In 1901 Mr. Farwell married Mrs. Stella Evans French, of Tennessee. Two sons were born of their union, i. e., Charles A. Jr. and Frank Evans Farwell. Mr. Farwell was actively affiliated with institutions briefly listed as follows, President American Protective League, President Stanton Planting & Mfg. Co., President Westover Planting Co., President Elsinor Planting Co., President Oakley Sugar Company, Vice-President Honduras Sugar & Distilling Co., Director Whitney Trust & Savings Bank, Director Shadyside Co., Director Charity Hospital, Director Mortgage Securities Co., Member Louisiana Sugar & Rice Exchange, Member New Orleans Board of Trade, Member Milliken & Farwell, honorary member of New Orleans Cotton Exchange. Among clubs Mr. Farwell favored Boston, New Orleans Press, and Carnival clubs. He was Ex-King of the Carnival. Prominently connected with Masonic organizations in high capacities, and a member of many important scientific societies including the Luther Burbank Society of which he was a life-member, and others. As one of Louisiana's foremost citizens, Mr. Farwell stands paramount and a recital of the history of his career and personal qualifications must serve continually as an incentive for emulation by many succeeding generations of youth ambitious for achievement not only in the commercial world but particularly in the higher and deeper avenues of development that open only to the man of intellect and discriminating taste and judgment.



# CALCASIEU PARISH

**I**N 1918, Calcasieu Parish had an increase of over 15,000 acres in the cultivated farm area, with approximately 20,000 acres apparent for the present year, which will make the cultivated farm area something over 100,000 acres, which does not include the large area used as cattle ranges. The estimated value of all farm products for the Parish, including live stock, is considerably in excess of two and one-half million dollars (\$2,500,000).

This fact is of utmost importance and worthy of consideration by anyone seeking a location or wishing a desirable place for recreation, either summer or winter.

Altitude varies from sea level on the Gulf Coast to over 30 feet in higher portions of Calcasieu Parish. Altitude at Lake Charles, 20 to 25 feet.

Calcasieu Parish's highway system, which is nearing completion and allows for over two hundred miles of hard-surfaced highways, including brick, gravel with tarvia, plain gravel, and shell, constructed at an expenditure of \$2,100,000, with all bridges and culverts of concrete, including the Calcasieu Parish highway bridge, which has six arch spans each 96 feet in the clear, one double-leaf trunnion Bascule span, electrically operated, 103 feet in the clear, one approach girder span of 30 feet and twenty-nine girder spans each 30 feet in the clear; total length of structure being 1,782 feet and cost, with approaches, \$1,750,000.

*Climate.*—Semi-tropical. The winters are very mild. Freezing point is seldom reached and never continues for more than a day or two. Sharp frosts are occasionally encountered, but the ground never freezes. Field work can be done practically twelve months in the year. Sunstroke and heat prostrations are never heard of.

The annual rainfall varies from 50 to 60 inches per annum, quite evenly distributed throughout the year.

*Health.*—Public health is unusually good in Southwest Louisiana and the Gulf Coast country. The death rate per thousand inhabitants in the city population of the United States is 19.6



CALCASIEU BRIDGE (AT TOP) LINKING MODEL HIGHWAY.





# Industrial Section



# THE RACING SEASON—WHAT IT MEANS TO NEW ORLEANS

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The nation that pays attention to its sports is the nation that produces men fit at all times to engage in the great battle of life on their own account, to battle for the honor of their family and their home and to wage successfully those greater battles for the safety and security of their own home country. Not alone are sports productive of a physically fit people, but they lend a zest to life that makes the living all the better for those offered the opportunity to engage in them. Sports are of many kind and character, and like the tastes of men they differ materially in their relationship to each other. We have the sport that men engage in for their own physical benefit, and the sport that produces a better breed of horses, a better breed of cattle and a better love of humanity on the part of all people who love to indulge in that kind which most appeals to their tastes and desires.

The great winter sport of New Orleans is racing. Like all sports there are many opposed to it, but none can deny that honestly and properly conducted there is no sport more appealing to the human race as a whole than a contest between thoroughbreds, be they sprinters or harness racers. Racing as conducted in New Orleans the last three seasons can be honestly termed a clean and upright sport. That it is beneficial to the city from a financial standpoint is beyond dispute. The elite of the racing world, the man of means and the man of commanding standing in industry of all kinds the nation over is to be found during all or part of the racing season as a guest of the city. They are the men who love racing because they love the horse, and without racing New Orleans probably could not offer to them the inducement that would attract their attention from their business calling long enough to pay a visit at any period of the year. True there would be the winter tourist who would pay a visit to the city during his annual pilgrimage of the nation, but the world knows that the average mere tourist is not the spender or the person who benefits a community the most because he never tarries long enough to fully understand and become acquainted with the actual splendors of the community he visits.

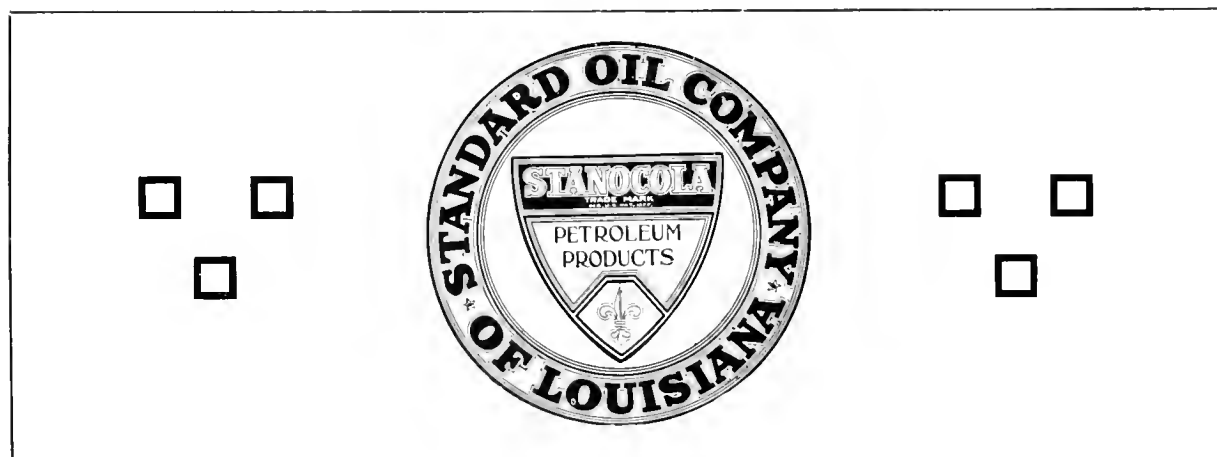
Never in the history of New Orleans has the city been so well patronized by men of means as it has during the present winter. The record proves that these visitors were attracted by the racing going on and that they not only made a long visit but that they spent money more liberally and enjoyed



themselves to a fuller extent than was ever known of mere tourist trade. As a result of their visit to hotels, restaurants, theaters, banks, commercial enterprises of all kinds have benefited to a larger extent than they possibly could have had there no racing to attract the kind of visitors we have had with us the present winter.

A nation that is all business and no pleasure never was and never will be listed as a democratic one. Instead it is the breeder of ill will among its peoples to the peoples of freer nations, where pleasure is given equal sway with business. Germany was the type of the nation first referred to, and it was that fanatical observance of business first that led the land of the Kaiser to covet the holdings of neighbors. Another example of what lack of pleasure means to the success of a nation is furnished by Russia. What pleasures there were in that nation were only for those who could afford them. The peasant and the laborer had none and were permitted none. Little wonder then there was a lack of brotherly love between the various elements of life within the nation and that ruin and destruction, bloodshed and pogroms are the order of the day.

There is no getting away from the fact that horse racing is one of the greatest sports of man. It has been referred to as the sport of kings, and such it is.







**W. H. KER, President.**

Has been connected with the organization since its beginning in 1903. He possesses knowledge in his line which entitles him to rank with the leaders throughout the country. A man of pleasing personality; a Louisianian by birth and resides in New Orleans. He prides himself in the knowledge that has governed his advancement from salesman to President of an organization, which is co-operative and progressive in every sense. Is ever untiring in his efforts to advance the prestige of the entire community. Has a large acquaintance throughout the entire South and is recognized as a thoroughly technical and practical coffee and tea man.

**S. J. CASTLE, First Vice-President.**

A man of sterling qualities and wide acquaintance throughout the Southern States, has been connected with the Company for about 12 years and is their leading salesman. Home and headquarters are at Shreveport, La. His importance has been further recognized by his recent election to the Board of Directors.

**P. P. GLUCK, Treasurer**

A man of wide acquaintance and very active and successful in his line—cotton and banking, of pleasing personality—a philanthropist in every sense. Resident of New Orleans.

**W. E. NORRISS, Second Vice-President.**

Is well and favorably known throughout the Southern States. Highly regarded by his large circle of friends and customers; has traveled for the Company for about 4 years. His ability and standing have recently been rewarded by his present title. His home is New Orleans.

**RICHARD G. DROWN, Secretary.**

A young man of exceptional ability, possessing many qualities which are applied effectually to his work. He has risen from shipping clerk to the important position of Secretary. His duties consist chiefly of buying the general equipment, handling city credits and advertising. Has been with the Company about 8 years. His home is New Orleans.

**C. L. PEARSON, Asst. Treasurer.**

A resident of New Orleans, has won his advancement gradually from bookkeeper to cashier, thence to Assistant Treasurer. Is most efficient in accounting. His chief duties are handling country credits and collections. He is calm, deliberate and considerate in his dealings with the trade. Has been with the company about seven years.

**AMERICAN COFFEE COMPANY**  
OF NEW ORLEANS, LTD.





# LEYLAND LINE

Frederick Leyland & Company, Limited

REGULAR SAILINGS

FROM NEW ORLEANS FOR

**LIVERPOOL**  
**MANCHESTER**  
**LONDON**

---

M. J. SANDERS, Manager

1210-1212 HIBERNIA BANK BUILDING

NEW ORLEANS, LA.



# CUYAMEL FRUIT COMPANY

IMPORTERS AND EXPORTERS

## **BANANAS**

CUYAMEL BUILDING

410 AND 412 CAMP STREET

NEW ORLEANS



DIRECT  
FREIGHT AND PASSENGER SERVICE

TO

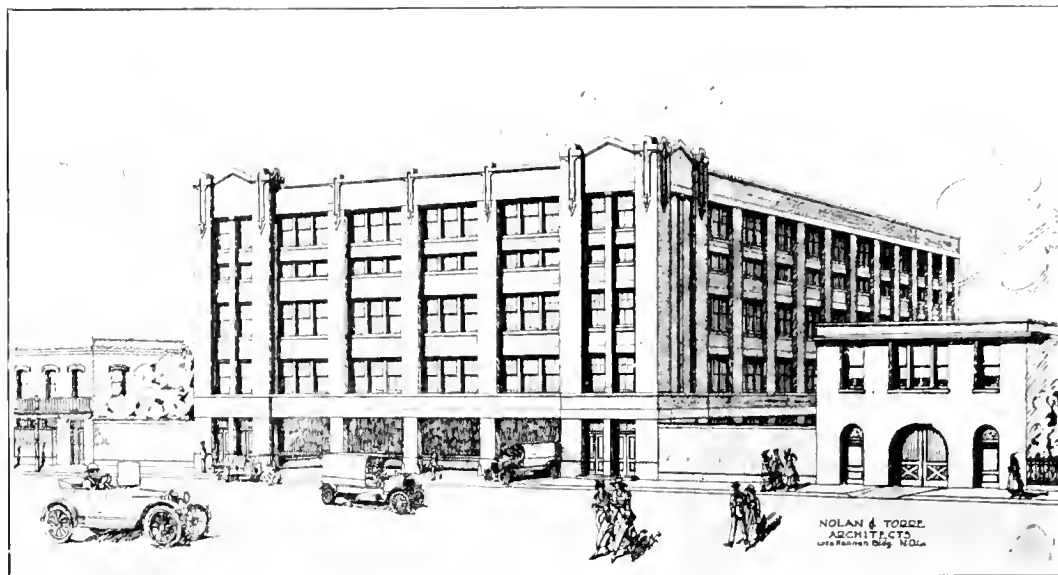
PUERTO CORTEZ

AND

OMOA HONDURAS



# The Pelican Cracker Factory



**N**EW ORLEANS is the home of many splendid enterprises, among which none is more vitally a factor in the commercial growth of the city than **THE PELICAN CRACKER FACTORY**, engaged in the manufacture of crackers, cakes and other toothsome edibles. Its product is in demand over a wide area of territory, and is shipped into South Carolina, Tennessee, Florida, Georgia, Alabama, Mississippi, Arkansas, Texas and Louisiana. For the United States Government alone the Pelican Cracker Factory now holds on hand enormous orders for its produce, for exclusive use of the United States Government overseas, and has already supplied over three million pounds of their product for governmental uses. Despite this enormous business, the output of this splendid factory is constantly growing in favor and increasing in demand throughout this and other countries. The company has a large force of skilled employes, employing in New Orleans 579 people in their factory here. They likewise are represented throughout their territory by sixteen high class traveling men, each of whom is a specialist in his line. The company employs a liberal policy of justice, fairness and co-operation in its dealings with its employes, and conducts its business on the highest principles. Its officers are among the well known men of New Orleans, and are as follows:

E. L. GERDE, President.

CHARLES W. BROWN, Vice-President.

LYLE A. CARTER, Secretary and Treasurer.

A. B. CLARK, Factory Manager and Director.

CHARLES GALLMAN, Factory Manager and Director.



# BOGALUSA

## THE LUMBER-PAPER CENTER OF THE SOUTH.

ONE OF the fastest growing and most progressive cities of Louisiana or the entire South is BOGALUSA, the home of the world's greatest sawmill and the South's largest paper manufacturing plant. Twelve years ago the site of the city was covered by a virgin pine forest; today it is occupied by 16,000 happy, contented people, most of whom are engaged in work connected with the production of lumber from the Southern pine tree or with the conversion of waste wood into paper.

One million feet of lumber is manufactured in Bogalusa every working day. In doing this, there are necessarily produced many tons of waste material in the form of limbs and tops in the woods and slabs and edgings at the mill. Formerly only a very small percentage of this waste material could be made into useful products. In fact, it was found that only one-third of the tree was turned into lumber, boxes, lath and shingles. Two-thirds of the tree was either left in the woods or burnt as slabs, edgings, sawdust, etc.

That was before the construction of the magnificent plant of the Bogalusa Paper Company, Inc. This great plant was built by the same men who own the Great Southern Lumber Company. Their investment in the paper mill amounts to \$2,000,000. The owners feel that the building of this paper mill was a long step forward towards the ideal of true conservation. The paper plant operates entirely on waste products.

Illustrated on this page is the new City Hall, of which every citizen of Bogalusa is exceedingly proud. This building was erected at a cost of \$10,000. Although established in 1906, Bogalusa was not incorporated as a city until July 4, 1914, at which time it had a population of about 10,000. The city enjoys a commission form of government.

With the establishment of the paper making industry, Bogalusa has become a PERMANENT city instead of being dependent upon destructive lumbering operations as in the past. When the manufacture of lumber shall have ceased, the paper mills will turn to second-growth pines for their raw material.

BOGALUSA WILL BE THE THIRD CITY OF LOUISIANA WITHIN THE NEXT TEN YEARS.



CITY HALL, BOGALUSA, LA.





# The Liverpool & London & Globe Insurance Company, Ltd.

## "AS A LOUISIANA INSTITUTION"

Has selected New Orleans as one of its four Departments for the management of its American Business.

Maintains a Local Board of Managers, comprising four of New Orleans Representative Merchants.

Employs at its New Orleans Office 100 persons, consisting of Managers and Clerks.

Has invested in New Orleans Real Estate 3 office buildings at a cost of \$366,000.00.

Pays annually taxes to New Orleans and State of Louisiana on Real Estate, \$9,840.00.

Pays taxes on its business operations City of New Orleans and State of Louisiana \$12,259.64.

Deposits its funds in four of New Orleans' Banks from which Losses throughout the South are paid.

Purchases all stationery and supplies necessary to its Southern Business from New Orleans Merchants and Dealers.

**These facts exhibit how this Company has become identified with Louisiana which should favorably commend it to the consideration of Louisiana Insurers.**

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JNO. M. PARKER,

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J. G. PEPPER, Assistant Manager.

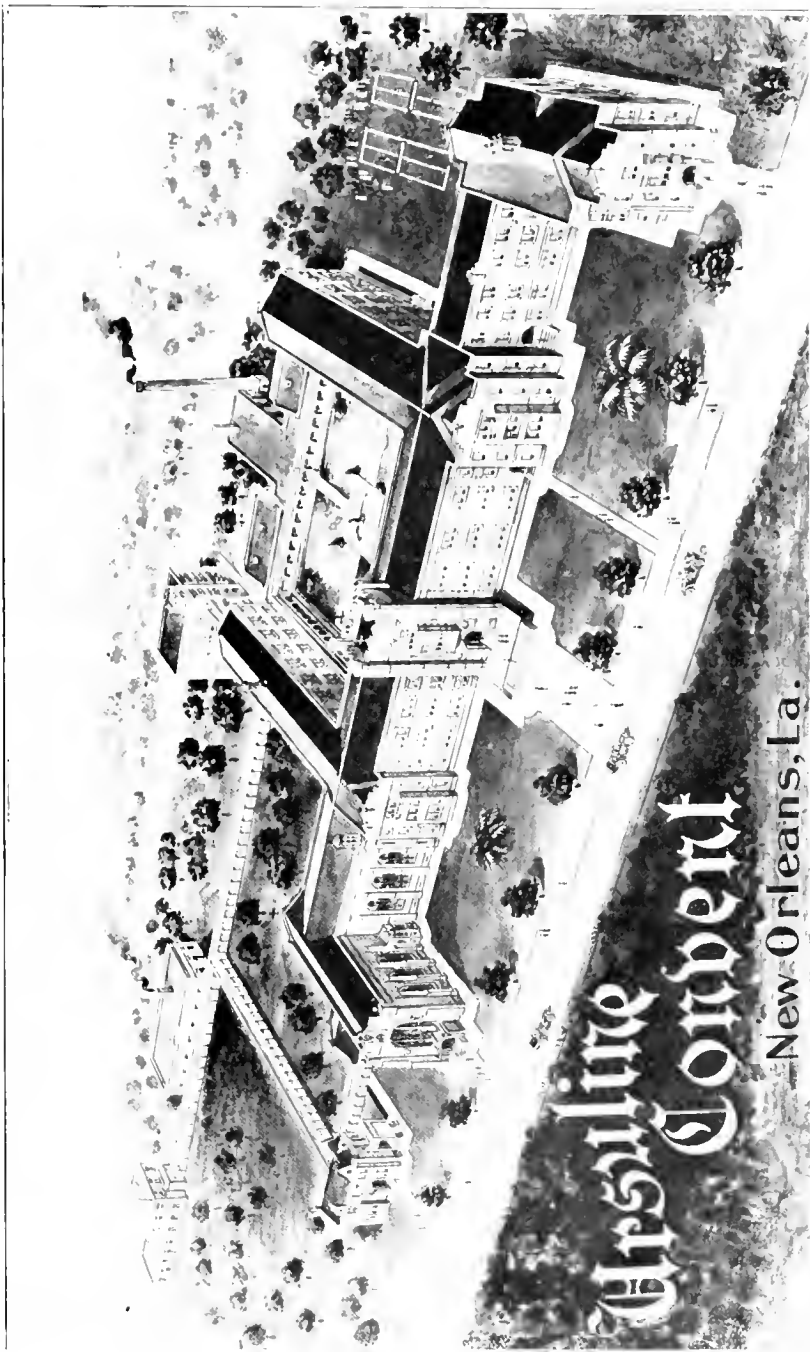
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# Ursuline College and Academy

FOR YOUNG WOMEN  
AND GIRLS

New Orleans, La.



Incorporated under the Laws of the State of Louisiana with full power to confer Collegiate Degrees.

At the request of Governor Bienville the Ursuline College was founded at New Orleans, in 1727. Its history begins with the Colonial period of Louisiana. Like the Queen City of the South, in which it is located, it has always been progressing. To-day the imposing and thoroughly equipped buildings in State Street tell the story of its progress.

The College offers courses in English, History, Mathematics, Modern Languages, Science, Elocution, Music and Art. In the Language Courses the most approved methods are used. Special attention is given to English

and French. During recreation hours the pupils are required to converse alternately in English and French.

The School of Domestic Science includes courses in Sewing, Cooking and the Household Arts. The course in Sewing comprises mending, plain sewing, cutting and making garments. Special attention is given to fancy needle-work.

The grounds are large and afford the students unsurpassed opportunities for exercise in the open air.

For catalogue and particulars, address

MOTHER SUPERIOR.

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NEW ORLEANS, LOUISIANA



# New Orleans National Bank

CHARTERED AUGUST 1st, 1870.

NEW ORLEANS

FOR 48 YEARS A FACTOR IN THE FINANCIAL AND  
COMMERCIAL HISTORY OF THE CITY OF NEW  
ORLEANS AND THE TERRITORY OF WHICH IT IS  
THE FINANCIAL AND COMMERCIAL CAPITAL.

CAPITAL	\$1,000,000.00
SURPLUS	500,000.00
UNDIVIDED PROFITS	449,763.51
	<u>\$1,949,763.51</u>

NOTE:—The amount of Capital contributed by shareholders was \$200,000. The additions to make up the above total came from Earnings alone.

WE invite all classes of banking business and will welcome interviews and correspondence with great interest. Our service and our attitude toward the business of our customers will please.

Check Accounts	Rent Collections
Savings Accounts	Income Collections
Special Deposits	Loans and Discounts
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Collections, Foreign and Domestic	All other kinds of banking and financial affairs.
(Our service covers the world)	

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CHARLES E. STEVENS	Asst. Cashier

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## New Orleans Credit Men's Association Exerts Constructive Influence on Southern Business.

**N**OWHERE has the modern science of organized co-operation reached such development as in the United States, where, more than in any other country, it has preserved its appropriate character of an aid to, rather than substitute for, individual initiative, and where, under sane regulation through a legislative policy which recognizes that principle, a system of co-operation in business has been evolved which not only adapts itself to the requirements of each class of industry, but includes inter-industry organizations designed to work out joint problems bearing upon the various phases of commercial activity. Prominent, or even pre-eminent, among the latter class is the National Association of Credit Men, composed of 122 local associations in the principal cities of the country, with a total membership of 27,000 business concerns. Of these constituent associations the New Orleans Credit Men's Association may be considered typical, having been organized in March, 1896, the first organized in the South, and one of the many which at the same time began springing up all over the country. The remarkable initial impetus of the credit association movement was due to the realization of the necessity for improvement in credit conditions, which were in a deplorable state, each firm acting for itself, on the principle of stealing business from each other, and naturally largely ignorant of or disregarding the logical basis of credit. As said by one of its officials, the New Orleans association practically started itself, growing out of the recognition of the fact that such conditions were not only wasteful and destructive of business from the standpoint of the manufacturers, jobbers, wholesalers and bankers in whose interest it was primarily organized and has been conducted, but unjustly burdensome to their honest and worthy customers, and unduly encouraging to the dishonest and unreliable. The spontaneity and strength of the movement is indicated by the fact that in June, 1896, a national convention was held, attended by representatives of 60 local associations; and the New Orleans organization has been closely identified with the national movement from its inception.

The New Orleans Credit Men's Association was reorganized and incorporated in 1907, and ranks high among local organizations, its membership on March 1, 1918, comprising 368 firms in New Orleans and others of the larger towns in the State and vicinity. More effectively to serve the latter it is contemplated that eventually branches will be established in the principal outlying towns in its vicinity, reporting to the New Orleans office. It is not merely a deliberative body, but an active business institution, carrying out the fundamental principles of its foundation in a concrete business service, in spacious offices, and with a clerical force of 32 people. Next to its basic purpose, "to establish closer acquaintance and to encourage and promote confidence and co-operation among credit men," and "to promote the higher education of credit men," its most important function, embodying in a striking manner the co-operative spirit, is the credit information service, in which, through its large membership, it is able to render exceptional service. It has been aptly described as an interchange of ledger information, any member desiring knowledge as to the credit of a prospective customer being advised with what other members he has done business, the extent of it, and all facts bearing upon his reliability

and a regular open competition plan, with all the cards on the table."

Another purpose, "to secure the economical liquidation of overdue accounts," is accomplished through its collection department with marked efficiency, with the important further effect of encouraging prompt payment by customers, who realize that delinquency affects them with all their creditors. Many claims handled by it are collected without cost a large proportion at a cost of two per cent, and experience shows that many which are uncollectable could have been collected if placed with the association more promptly. Another allied function is "to administer involved estates so as to produce maximum returns at a minimum cost, and these two branches of work are handled under competent management, backed by thorough knowledge of the commercial laws of the several States, with the aid of specially selected attorneys.

Another of its objects, not less important, is "to assist honest, financially embarrassed merchants," and in no other branch of its work appears so clearly the broad constructive character of the organization. It is founded on the principle that the function of

credit is not to destroy but to build up trade, and that co-operation, to be fully effective, must not be confined to members, but must be extended to their customers. From this standpoint a customer who may, for the time, be an undesirable one, but is capable of being converted into a good one, is an asset to be preserved; and many a customer has through its assistance and wise counsel been tided over a crisis and placed on his feet again better than before. For in this work education is a great factor, and frequently the fault has been found to be improper methods, and by showing the debtor how to put his business on a sound basis, he has been able to continue and become a valuable customer. Prominent along this line has been the campaign of the association to encourage better accounting in retail business, to enable the merchant to know his costs, assist him in paying his bills, and of late, to know where he stands on tax matters. The association has also been active in promoting the use of trade acceptances, and has met with marked success along this line; and considering the wide field of its work, which is not limited to any one line of trade, but has to do with fundamental conditions in numerous lines, it has been a potent constructive force in business circles in its territory, and has accomplished a good hard fight to realize in building up and making more efficient the commercial forces therein.

On the other hand, it is the unrelenting foe of commercial dishonesty, and one of its objects is "to build a fund with which to prosecute the fraudulent and dishonest." This fund is a substantial one, and is drawn upon whenever necessary to prosecute those guilty of fraud in any form affecting its members. This is not done in any vindictive spirit, and even here justice is often tempered with mercy; but it is felt that the high standard which it endeavors to maintain in commercial life can be preserved only by making an object lesson of violators of the law; and if, after the careful investigation which is always made in the case, is found to be a proper one for prosecution, it is taken up and pushed with energy.

Another of its pronounced objects, "to secure legis-

(Continued on page 128.)



W. P. SIMPSON, President.





## CREDIT MEN'S ASSOCIATION.

(Continued from page 127.)

lation for the promotion of honesty in business, is of similar character. It has been active in keeping in touch with the course of legislation in Louisiana and nearby States, and in recommending legislation designed to maintain correct practices in business; and among other concrete results may be mentioned the following acts placed on the statute books of Louisiana at its instigation:

Prohibiting prison-made articles from being sold in competition with free labor.

Regulating the sale of merchandise in bulk or out of the usual course of business (making it difficult to defraud creditors by that means).

Providing penalties for the making or using of false statements to obtain money or property on credit.

Providing penalties for giving checks, drafts or orders on any bank or depository when the drawer has not sufficient funds or credit to cover.

To make the story complete, mention must be made of the close co-operation and interchange of information with other credit men's associations, through which the cooperative principle is carried out to its full logical extent and with the maximum efficiency.

The New Orleans Credit Men's Association is managed by men prominent in the business world, not only in the city, but throughout Louisiana and other States. They are men who have been identified with it for a long time, and have been prominent in the shaping of its policies; and their high standing, as well as that of the firms whose credit interests they represent, is of itself a sufficient guarantee of the maintenance of the high standard it has set for itself. Its president is W. P. Simpson, president of the C. T. Patterson Company, Ltd., and its vice-president is J. A. Badger, second vice-president of Woodward, Wight & Co., Ltd. G. Owen Vincent, vice-president Commercial Trust and Savings Bank, is chairman of Executive Committee. All these gentlemen serve without pay, giving their time and energy freely for the uplifting of business in their field of work.

The active management of the office is in the capable hands of T. J. Bartlette, until recently, credit manager of Williams-Richardson Company, Ltd., who has been secretary-treasurer of the Association for twenty years, and during his long connection with the organization has played a most important part in the development of its work which has greatly contributed to its success.

## Orleans Cotton Mills, Inc.

Was organized in 1901, with two thousand spindles for the manufacture of yarn. As time went by, the mill has grown and prospered, until today it has five thousand one hundred and eighty-four spinning spindles, one thousand four hundred twisting spindles, and runs day and night, with a force of one hundred and fifty skilled operatives.

Today the mill is turning out the very best quality and highest grade of yarn, which is converted into duck and other fabrics used in immense quantities by the Quartermaster and Ordnance Departments, for equipment for troops for overseas service. Since the entrance of the United States into the war, the mill has devoted its output exclusively to Government requirements.

The new mill building of modern day-light factory construction, containing the most approved and sanitary plumbing fixtures, drinking fountains, and individual lockers for each employee, has just been completed, and the new machinery installed therein.

The employees of the Orleans Cotton Mills, Inc., truly feel that they are a part of the army behind the lines and that they are doing their best towards winning the war, as every hour of their labor helps to make something which the soldier boy will need when he goes over the top.

This mill is owned entirely by New Orleans people and the officers and operating staff are as follows:

MR. W. L. LANDAU, President.  
MR. HARRIS HYMAN, Vice-President.  
MR. A. K. LANDAU, Treasurer and Secretary.  
MR. W. PASSMORE, Night Superintendent.  
MR. E. GASTAUER, Day Spinning & Twisting Supt.  
MR. H. WIRBEL, Day Carding Supt.  
MR. F. GASTAUER, Foreman of the Packing & Shipping Department.

It is a source of gratification to the management that most of these foremen have been steadily employed with this Company for periods varying from five to twenty years, and the average length of employment of the operatives is seven years.

The management is always glad to extend the opportunity to ambitious boys and girls to learn a well-paying trade, at which they can always get steady employment, good wages, and considerate treatment, in addition to being paid while learning.

## HENRY PETERS

All of the romance of the sea attaches to the business career of Henry Peters, contracting stevedore, and Mr. Peters and his equipment of large marine derricks and their machinery play a large part in the maritime commerce of New Orleans. At one time the huge fifty-ton capacity derricks are lifting from the bottom of the Mississippi slimy wreckage of steamboats of other generations; at another they are raising a steamboat which may have listed too far from injudicious loading, and still again the stevedore and his crew may be unloading the valuable mahogany logs for the Otis Company or transferring the Italian marbles from Leghorn to the railway cars from the ships' holds. Mr. Peters handles heavy sugar machinery for houses in Cuba and Porto Rico, and at odd times fishes up lost cables for the Telephone or Railway-Light companies. Mr. Peters' two derrick boats are the Louisiana and the New Orleans, and they are probably the most powerful boats on the river or in the South. The Louisiana picked up a 65-ton steam shovel at Red River and carried it quite a distance, and its average day's work in handling marble is moving fifty blocks from a ship to a freight car. The New Orleans was the first derrick boat to go through Southwest Pass, and brought up all the machinery for the coaling station. Mr. Peters is a valuable citizen of New Orleans, and resides at 3026 Ursuline Street.



**FIREPROOF**  
**SCRUPULOUSLY**  
**CLEAN**

**\$12 PER DAY**  
**AND UP**

# HOTEL DE SOTO

(MILLION DOLLAR HOME)

## NEW ORLEANS

VIC. LE BEAU  
PRES. & MGR.

**OCCUPIES AN ENTIRE SQUARE BARONNE & PERDIDO STS.**

**FAMOUS FOR ITS CREOLE CUISINE**



# Marine Bank & Trust Company

## NEW ORLEANS,

The Marine Bank and Trust Company, of New Orleans, is one of the youngest active financial institutions of the South.

On the morning of February 6th, 1918, Mr. L. M. Pool, who had been identified with another Bank in New Orleans for over 25 years, announced the organization of the Marine Bank and Trust Company. In the prospectus, which was sent to prospective investors, the capital was fixed at \$400,000.00, and the stock was offered on the basis of \$125.00 per share, which provided a surplus fund of \$100,000.00. Within three days, the capital was very largely over-subscribed; total applications for stock exceeding ONE MILLION DOLLARS.

The organization of the Bank was completed in record time, the Bank opening for business in its temporary quarters at 732 Gravier Street, on March 18th, 1918, just 40 days after the announcement of its Organization, with full paid capital and surplus, and over TWO AND ONE-HALF MILLION Deposits.

The Officers are:

L. M. POOL	President
J. A. BANDI	Vice-President
W. T. MARFIELD	Cashier
W. J. PILLOW	Assistant Cashier

All of the Officers have had practical Banking experience, and been actively identified with Banking and Business interests in New Orleans, Louisiana and Mississippi for years.

The Directors are successful and aggressive business men of New Orleans and the Territory served by the Bank; and represent every class of business, which is handled through New Orleans and financed by New Orleans Banks.

The activities of the Bank include all Branches of Banking and Trust Business, covering the entire field adjacent to New Orleans, which includes practically all of Mississippi and Louisiana.

The Bank enjoyed a successful business from the start, and in less than Six Months' time, the deposits were nearly \$5,000,000.00.

With the development of general business, and particularly foreign business through the Port of New Orleans, the Marine Bank and Trust Company is destined to play an important part.

COMPLIMENTS OF

# COLUMBIA SUGAR CO.

FRANKLIN, LA.



# MAGINNIS COTTON MILLS,

E. V. BENJAMIN, Owner.

W. LOBER LANDAU, Manager.

The Maginnis Cotton Mills, specializing in Cement Bags, is the largest concern of its kind in the country. Large scale specialization and studious attention to detail are the secrets of its success. Covering a territory ranging from coast to coast and from the Great Lakes to the Gulf, the concern numbers amongst its satisfied customers the most powerful corporations in the cement world.

Indicative of the new spirit in business and hence worthy of special note, is the splendid co-operation existing between the management of the Mills and the employees. The comfort and welfare of the latter are constantly a matter of consideration. The Mills have a grocery department, where foodstuffs are sold to employees at cost. A large restaurant is run on the same basis. The management has instituted a liberal benefit system embodying the principle of voluntary, contributory social insurance. The employees pay 10c weekly to the Mills' benefit society. In case of illness they receive the attention of specialists and when necessary, treatment in the pay ward of a hospital. Wages of members on the sick list are paid in full by the management for twenty weeks, which period may be extended at the management's discretion. In case of the death of a member, the Mills pay \$100.00 to the dependents.

In short, the Maginnis Cotton Mills make a point of satisfaction—satisfaction to customers and employees both. The former has always been a point of business. It is the latter which is now being stressed for the first time. Present indications point to a new era in industrial relationships. The management of the Maginnis Cotton Mills takes great pride that here, as elsewhere, it is well up in the van.

NEW YORK

SAN FRANCISCO

SEATTLE

PORTLAND

## W. R. GRACE & CO.

QUEEN AND CRESCENT BUILDING

NEW ORLEANS, LA.

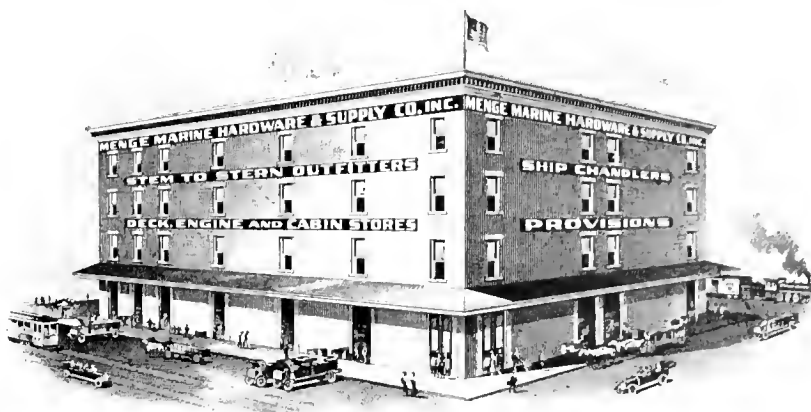
**IMPORTERS, ===== EXPORTERS,  
STEAMSHIP AGENTS**

BRANCH OFFICES IN ALL PRINCIPAL CITIES OF  
CENTRAL AND SOUTH AMERICA.

LONDON:

**GRACE BROTHERS & CO., Limited.**





## MENGE MARINE HARDWARE & SUPPLY CO., Inc.

Menge Block—Canal, Common, S. Peters and Fulton Streets.

was organized on January 1st, 1915, and began business at 338 Camp. The Company grew so rapidly that it was necessary for them to obtain larger quarters and they were successful in securing the entire square on Canal Street, near the river.

Their location is an ideal one and they are carrying the largest and most complete line of Ship Chandlery South of the Mason and Dixon Line. They are Stem to Stern's outfitters, carrying everything in stock pertaining to the building, repairing and provisioning of vessels.

The following well known business men of the Crescent City constitute the officers of the Company. R. H. MacLeod, President; M. B. Griffin, Vice-President; L. E. Blanchard, Secy. and Treas., and J. H. Menge, General Manager.

The genial general manager has been identified with the Steamship and Steamboat business for the past twenty years and the name of Menge is a guarantee to all Steamboat and Steamship captains of fair treatment and dealings.

Besides the general officers mentioned above, the City Sales Department is under the supervision of Mr. A. P. Barba, long identified with the Ship Chandlery business, the Engineering Department, Mr. F. C. Lacassagne; the Shipping Department, Mr. Jeff. P. Robinson.

## JOHN H. MURPHY IRON WORKS

### MANUFACTURERS AND CONTRACTORS

NEW ORLEANS, - - - - LOUISIANA, U. S. A.

Vacuum Pans, Coil and Calandria

Webre Multiple Effects

Centrifugals and Mixers

Crystallizers, any type

Return Current Juice Heaters

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High Pressure Boilers Fitted with Steel Casings

Quinn Flat Top Bagasse Furnaces

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Oil Storage Tanks, all sizes and shapes

AGENTS FOR BLAKE—KNOWLES PUMP WORKS

**Large Stock of New and Second Hand Machinery**





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PETER P. GLUCK

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# **SHEPARD & GLUCK**

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Members  
New York Cotton Exchange.

Established  
1829.

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## **N. P. SLOAN COMPANY, COTTON MERCHANTS AND EXPORTERS.**

Main Office: 310 Chestnut Street,

Philadelphia, Pa.

N. P. SLOAN, President.  
H. V. SLOAN, Vice-President.

R. J. McKEOWN, Treasurer.  
W. H. DUNN, Secretary.

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J. W. Bingham, Mgr.  
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Fred. Muller, Mgr.  
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J. Grover Sims, Mgr.  
Liverpool, England.  
Herbert & Witter, Rep't's.

**Full Cargoes Cotton to European and Asiatic Ports Our Specialty. Stocks concentrated at principal ports for that purpose.**

**Orders solicited for the purchase and sale of cotton for future delivery. WIRE OR TELEPHONE NEAREST BRANCH OFFICE FOR OUR LIMITS. We are always in the market.**



# STEVEDORING CONTRACTORS

NEW ORLEANS, LA.

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# UNITED IRRIGATION & RICE MILLING CO.

OF

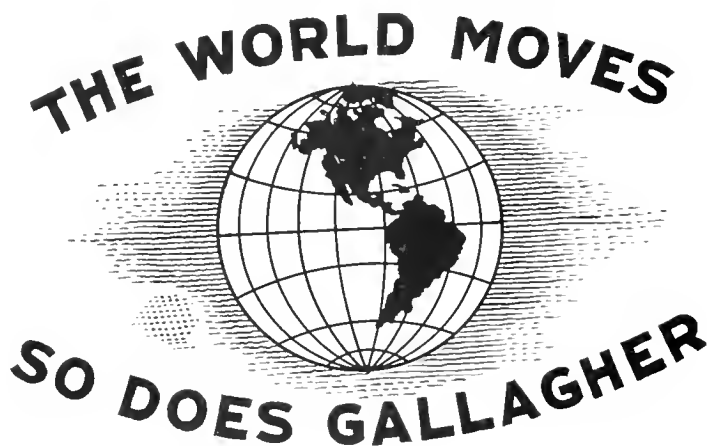
NEW ORLEANS, LA.

WITH OFFICES AT

CROWLEY, ESTHERWOOD, GUEYDAN,  
KAPLAN AND ABBEVILLE

owning and controlling thousands of acres of the choicest lands in Southwest Louisiana, and a very large canal irrigation system, offers unsurpassed facilities to the farmer.

**GALLAGHER  
TRANSFER  
AND  
STORAGE CO.  
Inc.**



## **TRANSFER.**

After the new residence has been chosen, the next important thought is moving. In your place, include the large padded vans, electric vans and smaller wagons, with "The World Moves—So Does Gallagher." It means efficiency and satisfaction.

## **PACKING AND SHIPPING.**

We maintain a regular force of expert packers; trained the Gallagher way. The best packing materials are used. Expert packers combined with first class material, insures perfect packing.

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Finest warehouses and facilities for storing household goods. Conveniently located on Jackson Avenue and Camp Place. Separate private rooms and open storage. Satisfied patrons, our most valued asset.



# **THE JOHNSON IRON WORKS, Ltd.**

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**Machine, Forge and Pattern Shop and Brass Foundry, with  
Wharf and Facilities for General Marine Repair Work.**

MORGAN, PATTERSON AND SEGUIN STREETS

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HULL AND CONSTRUCTION YARD

**Bayou St. John**

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*(Established 1885)*

# **MENTE & COMPANY**

MANUFACTURERS AND  
IMPORTERS

**BURLAP AND BAGS  
COTTON PATCHES  
BAGGING AND TIES  
TWINE**

NEW ORLEANS, U. S. A.





## LOYOLA UNIVERSITY

first opened its doors seven years ago and it has gone on steadily increasing from year to year until at present it comprises eleven distinct departments. The University is admirably situated in the garden district of New Orleans, on St. Charles Ave., opposite Audubon Park. In response to the demand of the public and to meet the wishes of His Grace, Archbishop Runk, the Jesuit Fathers opened this University in 1911. The University group of buildings includes Marquette Hall, the Louise C. Thomas Hall, the McDermodt Memorial Church and the Nicholas D. Burke Seismic Observatory. The style of architecture is Tudor Gothic, material used is tapestry brick and Indiana Limestone. The first of the buildings erected was the Nicholas D. Burke Seismic Observatory by Mr. and Mrs. Wm. P. Burke, in memoriam of their son, Nicholas D. Burke. Thomas Hall was donated by Mrs. S. O. Thomas.

The Church of the Most Holy Name, the McDermodt Memorial, was erected by Miss Kate McDermodt, in memory of her brother. It is a pure type of the Tudor Gothic and is the most beautiful building in the Crescent City. Its lofty tower can be seen miles away. The Gesù is now being equipped according to the demands of ecclesiastical art in the most thorough and artistic style, and it will stand as a splendid monument to the charity of a noble woman. The main altar was donated by Lawrence Friacher, which was brought from Italy. The altar rail of carved Carrara marble was given by Mrs. Nicholas Burke. A side altar, the Sacred Heart, was given by Mrs. John Douglas, another side altar, the Saint Ignatius, by Mr. and Mrs. Wm. P. Burke and will stand as a memoriam of the late Wm. P. Burke. A third side altar, the first erected in the new church, was donated by Mr. and Mrs. E. J. Bohet, in honor of the Blessed Virgin. All altars are of pure white Carrara marble. Stations of the Cross, representing the Sacred Passion of Our Lord, were donated by Mr. and Mrs. Swarbrick. The shrine, St. Anthony, was donated by the workmen on the church, many of whom were non-Catholics. Another shrine, that of St. Anne, was the gift of Miss Anna McNeil.

The eleven departments that comprises the courses offered at Loyola University are: Collegiate-Classical Course; A four-year course leading to the Degrees A. B. and A. M.; Collegiate-Scientific Course; Degree B. S.; Law Course; Degree L. L. B.; Dental Course; Degree D. D. S.; Pharmacy Courses; Degree Ph. L.; Degree Ph. C.; Post Graduate Medical Course; Wireless Telegraphy; Two-year Business Course; Marine Architectural Course; Degree M. A.; Drafting Course; and Oratory Course. The Jesuit Fathers have always been convinced that a complete education means the training of the whole man mentally, morally and physically. Excellent facilities for the department of athletics are provided at Loyola, a well equipped gymnasium and a magnificent stadium offer the student unsurpassed opportunities for the proper training of the body.

Loyola University, is, in the proper sense of the word, a modern university, thoroughly equipped with the latest and most up-to-date appliances in all departments. It is of the highest educational standard. It has a faculty numbering one hundred and twenty-five, including many eminent educators, and gentlemen of high professional reputation.

For special information regarding the various departments, address:

REV. A. E. OTIS, S. J., President. REV. M. J. WALSH, Vice-President. JUDGE HUGH CAGE, Dean of Law Department. DR. J. J. BATCHELOR, Dean, Post-Graduate School of Medicine. DR. J. J. SARRAZIN, Dean, School of Dentistry. PROF. JOHN GRASSER, Dean, College of Pharmacy. MR. LEWIS L. LANNON, Dean, College of Commerce. MR. ALFRED J. BONOMO, Dean, College of Oratory. MR. EUGENE S. HAYFORD, Dean, School of Nautical Science. MR. M. L. GRUBMAN, Dean, Wireless Department.



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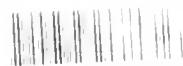


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